**FAIRFAX CENTER AREA - REVISED COMPREHENSIVE PLAN TEXT**

WORKING DRAFT - June 27, 2016

Sections included:

Overview

Concept for Future Development

Guiding Planning Principles

Implementation of the Fairfax Center Plan
*[proposed to be relocated to the end of the text.]*

Fairfax Center Area-wide Recommendations:
Land Use
Transportation
Housing
Environment
Heritage Resources
Public Facilities
Parks and Recreation
Trails and Bicycle Facilities

**Sections include text boxes identifying additional details.**

**Proposed text changes are shown as <u>underlined</u> (added) or ~~strikethrough~~ (deleted).**

## FAIRFAX CENTER AREA

OVERVIEW

~~In 1982, the Board of Supervisors adopted the Fairfax Center Area Study, as modified, by reference into the Comprehensive Plan.~~ The Fairfax Center Area comprises approximately 5,340 acres adjacent to and west of the Lee-Jackson Memorial Highway (Route 50)/Interstate 66 (I-66) interchange. It is immediately west of the City of Fairfax and is bisected by several principal highways- Lee-Jackson Memorial Highway, I-66, Lee Highway (Route 29), and the Fairfax County Parkway (Route 286)~~.~~ (~~S~~see Figure 1~~.~~).

The Fairfax Center Area was originally envisioned as an employment-focused mixed use center with housing as a predominant secondary use. Since the adoption of the initial plan for the Fairfax Center Area in 1982, ~~the area~~it has evolved into an area~~The Fairfax Center Area is~~ characterized by a mixture of uses including ~~a substantial amount of~~ office space, housing of various types, public facilities, and regional- community- and neighborhood-serving retail uses. High quality, ~~multiple~~mixed-use developments ~~which include housing as a secondary use~~ have been built throughout the ~~and more are anticipated in this~~ area. In addition to the mixed-use areas, there is land planned and developed with low density residential uses and stream valley parks~~some vacant land~~.

Important focal points include the Fairfax County Government Center; ~~development,~~the Fairfax Corner~~;~~ and the Fair Lakes commercial and residential mixed-use developments, of which Fair Lakes comprises ~~consisting of~~ more than 650 acres; and the Fair Oaks regional mall and adjacent office, hotel, and entertainment uses.

Major institutional uses, in addition to the ~~new~~ Government Center, include a solid waste transfer station, trash disposal and recycling facility, animal shelter, fire department training facility, equipment and maintenance facility, state and Fairfax Connector transportation maintenance facility, ~~and a state correctional unit~~the public safety and transportation operations center (PSTOC), and the Northern Virginia and State Police Headquarters located west of West Ox Road.

Much of the Fairfax Center Area is located within the Occoquan Reservoir watershed. In addition, a portion of the Difficult Run watershed is contained within the area. A portion of ~~this~~the Difficult Run watershed is characterized by low-density development and is particularly sensitive to the impact that development makes on water quality, wildlife habitats and preservation of flora and fauna. The entire watershed has been identified as a significant environmental resource by the Board of Supervisors under the county's "Adopt a Stream" Program. Many initiatives are underway to reclaim and preserve this watershed.

CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use and character envisioned for land areas within each Planning District ~~although within the planning districts, there may be land areas planned for a distinctly different land use than that envisioned by the Concept~~.

In the context of the Concept, the Fairfax Center Area is classified as a Suburban Center surrounded by Suburban Neighborhoods at its periphery except for the area north of the ~~Route~~ Lee-Jackson Memorial Highway-/I-66 interchange (in Land Unit C) and the southernmost portion of Land Unit V, which are classified as Low Density Residential Areas~~.~~ (~~S~~see Figure 2~~.~~). The Suburban Center is envisioned as a premiere place to live, work, and play, with the greatest intensity

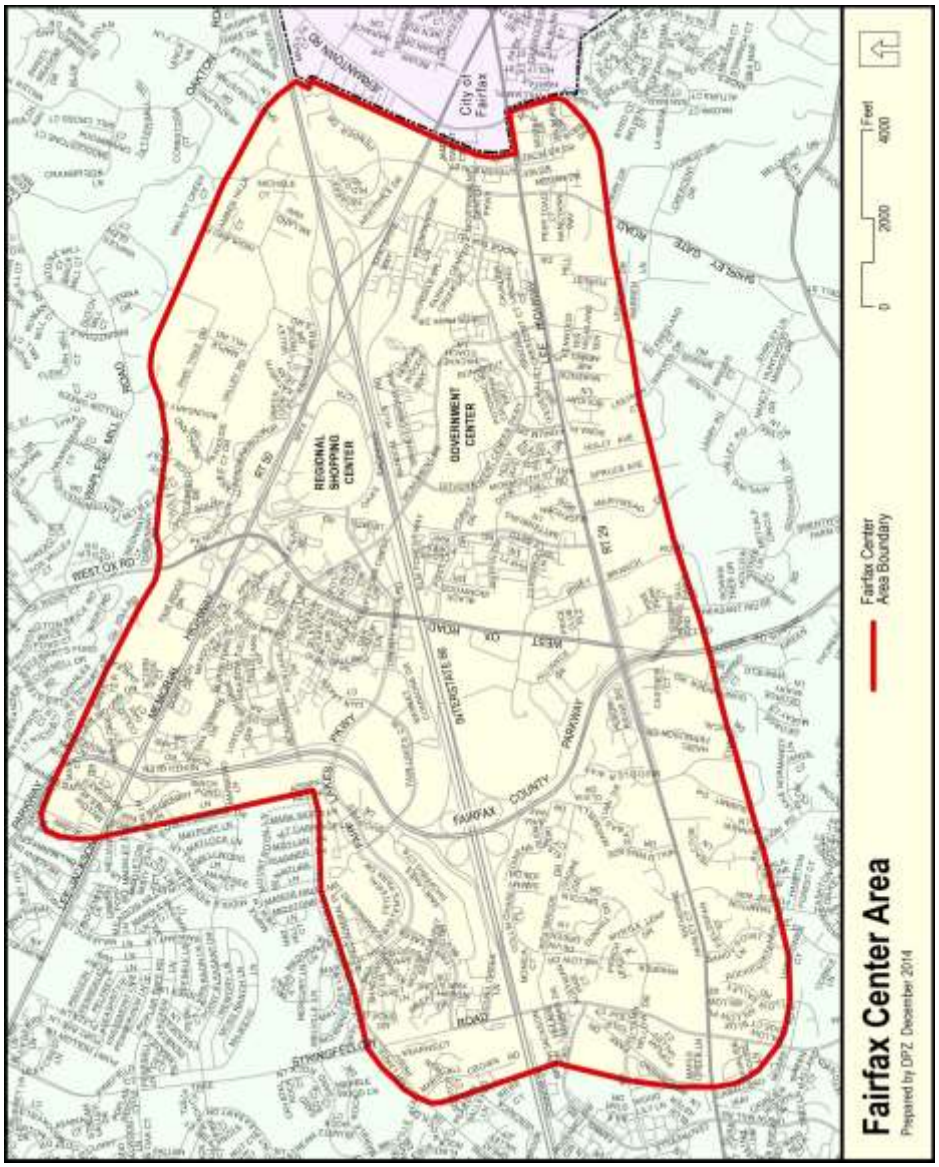



**FIGURE 1**

**FAIRFAX CENTER AREA**

Revise figure to include updated core to include Sub-unit O6 and portions of P1 and P2 and any subunit changes

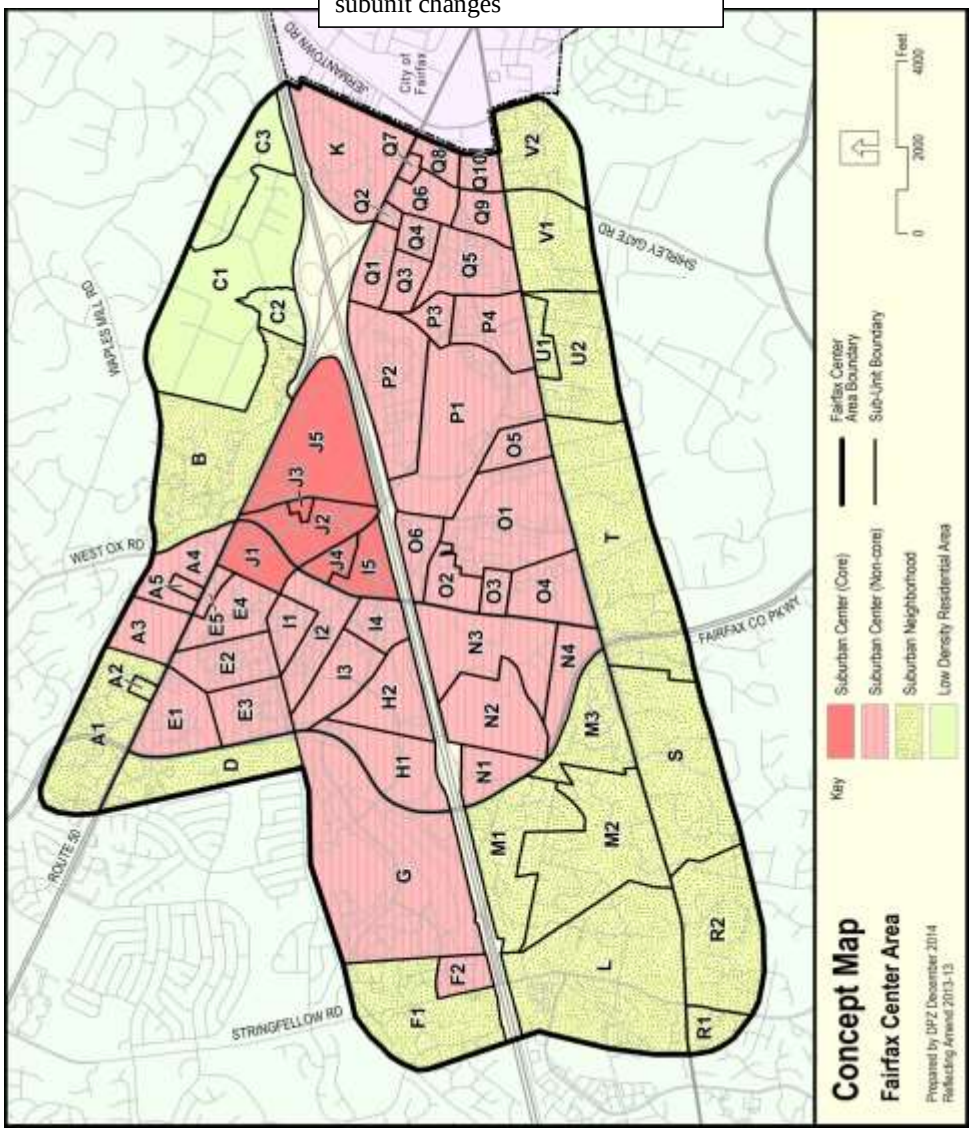



FIGURE 2

focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner and the county's Government Center complex. This station presents an opportunity for a transit-oriented core area to evolve into a compact, mixed-use place with a more urban character. Two other main nodes within the Suburban Center support the employment base – Fair Lakes on the west side of the Suburban Center north of I-66, which has evolved into a mixture of offices, regional and local serving retail, and residential areas; and the industrial/public facilities area along West Ox Road, where numerous public safety, transportation, and solid waste facilities are located. These facilities are an integral part of the county's overall mix of land uses and serve vital community needs. ~~categorization emphasizes a mix of uses with the primary focus on employment and higher density residential uses; t~~The Suburban Neighborhood categorization emphasizes a range of residential uses as well as neighborhood-serving commercial uses surrounding the Suburban Center; and the Low Density Residential categorization emphasizes typical residential densities of .1-.2 dwelling unit per acre and includes the county's ecologically significant areas. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP) to manage, in conjunction with stormwater management facilities (structural BMPs), the quality of water which ultimately enters into the Occoquan Reservoir and the Chesapeake Bay. In addition to water quality benefits, very low density residential development preserves large lot development opportunities and assures compatibility with the character of the existing residential development. Both the Occoquan and Difficult Run Environmental Quality Corridors (EQCs) contain environmentally sensitive natural and cultural resources necessitating strong protection measures.

GUIDING PLANNING PRINCIPLES

The specific guiding principles that provide an overall framework for achieving this vision for the Fairfax Center Area include:

- Develop a central focal point within the area of the Government Center complex, Fairfax Corner, and the Fair Oaks Mall area, with a network of additional activity nodes throughout the area to serve local residents.
- Focus the most intense redevelopment near the planned Metrorail/BRT station south of Fair Oaks Mall and create a safe, convenient, and walkable environment.
- Promote high-quality urban design, to include building design and streetscape amenities, that contributes to the overall vision of the Fairfax Center Area.
- Provide opportunities for infill development that can support the creation of additional activity nodes that include residential, retail, office, hotel, and/or civic uses.
- Improve the multimodal connectivity of the area by connecting and enhancing existing pedestrian and bicycle facilities as well as providing increased transit access.
- Ensure that the transportation network supports current and future travel demands.
- Recognize that development should be phased with the provision of infrastructure components such as transportation facilities, schools, parks, and other public facilities.
- Provide opportunities for residents to age in place through the development of senior housing such as independent living or assisted living facilities.
- Provide recreation opportunities for all ages and abilities.

- Promote the health of stream valleys and other environmentally sensitive areas.
- Preserve and protect stable residential neighborhoods along the periphery of and surrounding the Fairfax Center Area through screening, buffering, and tapering of development at the transitional boundaries.

- Develop an implementation strategy that provides the resources, flexibility, and accountability necessary to achieve the overall vision.

~~IMPLEMENTATION OF THE FAIRFAX CENTER PLAN~~

**Comment [A1]:** Move to after areawide recommendations and revise to reflect updated conditions

~~Philosophy~~

~~The implementation philosophy for the Fairfax Center Area is that a higher quality of life will result from an incentive-based rather than solely a control-based process. Only by encouraging the highest quality development with the necessary public and private support systems can the full potential of the area be attained while preserving its natural systems, historic character, and special qualities. Homes can be located within walking distance of work; energy-efficient and solar design principles that lessen demand for purchased energy can be incorporated into all projects; transportation alternatives can be emphasized; the environmental issues can be addressed in a strong, positive manner; and the entire area can provide a mixed-use focal point for Fairfax County. The Fairfax Center Area should maintain an appropriate balance between residential and employment uses and be substantial enough in size and density to support efficiencies in transportation and public facilities and the provision of substantial amenities that are in the public interest.~~

~~The intent of the Fairfax Center Area implementation component is to create a complementary relationship between existing minimum ordinance and regulation requirements, and well-defined provisions for increased intensity. The provisions consist of a set of measures designed to accommodate development and to provide desired amenities.~~

~~Implementation~~

~~In order for the Fairfax Center Area Plan to be brought to fruition, an incentive-based implementation strategy has been adopted. Under this strategy, both the county and the developer benefit – one through the provision of public amenities, public facilities and infrastructure improvements, and the other through an increase in allowable intensity of development. In a control-based system, where benefits expected from developers are more rigidly defined, the opportunity for this exchange is lessened. The implementation component of the Plan is based upon a density/intensity incentive concept with the understanding that this approach creates a forum for flexibility, compromise and mutually beneficial development solutions. Under this concept, in order to obtain more intense uses and greater densities, applicants must provide facilities and amenities commensurate with those more intense uses and increased densities. This concept makes more intense uses and greater densities dependent upon the applicant providing facilities and amenities of an increasingly significant nature designed to mitigate the impact of that intensity.~~

~~The county should take maximum advantage of its planned development zoning classifications. The P districts, whether Planned Development Commercial (PDC) or Planned Development Housing (PDH), are sufficiently flexible to accommodate the major goals of the Plan. In a PDC district, commercial uses (including office and retail) are primary. Mixed-use can be accomplished by the inclusion of suitable secondary uses (which may include housing). In a PDH, residential use is primary. Secondary uses that serve and enhance the residential use are permitted at graduated levels related to residential density. These secondary uses are primarily designed to be support commercial~~

~~in nature.~~

~~Within the Fairfax Center Area, individual ownership holdings range from less than one acre up to several hundred acres. In order to develop the land to its fullest potential, development parcels of sufficient size for quality development must be aggregated. This may be accomplished either by purchase or by joint development among groups of land owners.~~

~~The county will have responsibility for overseeing the funding of the public infrastructure elements of the adopted Plan. It is incumbent upon the county to determine the most realistically achievable method of financing these public/private sector improvements – be it through private, self-taxing associations, a schedule of prepayment of taxes, state/local revenue sharing, or any other feasible method.~~

~~Method~~

~~The key implementation component for the Fairfax Center Area Plan is based on a system of development intensity levels related to the provision of development elements. There are three levels of development intensity within the Fairfax Center Area.~~

~~The baseline level is the lowest level of development intensity. This option is based on the Comprehensive Plan that existed prior to the Fairfax Center Area Study conducted between 1980 and 1982 with certain modifications in open space and other key land use assignments.~~

~~The intermediate level offers a level of guidance for performance in terms of controls/incentives above the baseline level yet less than the overlay level. The intermediate level of intensity is provided as a single reference point from which the county can determine more finite intermediate level development intensity on a case-by-case basis.~~

~~The overlay level is the highest level of development intensity. This option offers maximum guidance for performance in terms of controls/incentives, and thereby offers the highest intensity with commensurate quality. The overlay level is the preferred land use recommendation for parcels within the Fairfax Center Area.~~

~~The intent of defining these different development levels is two-fold: first, it allows more flexibility for development to respond to changing market conditions and second, it offers a framework for quality control mechanisms to be used. The overlay level is a Plan implementation tool that attaches progressively more detailed development elements (as quality controls) to progressively greater development intensity levels (quantity incentives above a baseline).~~

~~Development Elements~~

~~Any development allowed above the baseline level must result in a proportional development quality increase through the provision of essential infrastructure and desired amenities. These two quality measures are referred to as development elements. Development elements are defined as those factors which serve to:~~

- ~~Ensure that the anticipated impacts of proposed development will be accommodated in a satisfactory manner; and~~
- ~~Provide desirable amenities that will contribute significantly to the quality of the development and surrounding area in a manner that achieves the objectives envisioned for the Fairfax Center Area.~~

~~Three categories of development elements have been identified:~~

- ~~Basic development elements represent a minimum standard that the developer is expected to satisfy before proceeding to develop.~~
- ~~Minor development elements represent the provision of additional infrastructure and desired amenities above the basic elements to ensure a proportional increase in the quality of development that corresponds to the increased intensity of the proposed development.~~
- ~~Major development elements represent the provision of additional infrastructure and desired amenities above the basic and minor development elements to ensure a proportional increase in the quality of development that corresponds to the increased intensity of the proposed development.~~

~~The development elements are related, respectively, to the transportation, environment and public facilities systems that serve to reinforce and define the area.~~

~~Process~~

~~To develop within a specific intensity level, an applicant must agree to provide a number of development elements as set forth below for each level.~~

~~The general guidelines for use by the county in evaluating the number of elements necessary for the desired intensity level are as follows:~~

1. ~~Baseline Level Requirements. The applicant shall submit to the county a proposal for development that fulfills all applicable basic elements.~~
2. ~~Intermediate Level Requirements. The applicant has the option to apply for the intermediate level as specified in the land use summary charts. To qualify for the intermediate level, the applicant shall submit to the county a proposal for development fulfilling at least:~~

   a. ~~All applicable basic elements; plus~~

   b. ~~All applicable minor transportation elements relating to highway improvements (rights-of-way dedication and highway construction) and ridesharing programs; plus~~

   c. ~~All essential elements; plus~~

   d. ~~The element relating to low/moderate income housing. If the Affordable Dwelling Unit ordinance (ADU) is applicable, then the applicant shall satisfy this element by complying with the ADU requirements as stated in the Zoning Ordinance (Article 2, Part 8). If the ADU ordinance is not applicable, then the applicant shall satisfy this element through a contribution to the Housing Trust Fund in the amount equivalent to one-half of the amount specified in the formula cited below under the heading "Minor Development Elements, Low/moderate income housing;" plus~~

   e. ~~The inclusion of either of the following:~~

- three-fourths of the applicable minor elements, or

- one-half of the applicable minor elements plus one-fourth of the applicable major elements.

3. Overlay Level Requirements. The applicant has the option to apply for the overlay level as specified in the land unit summary charts. To qualify for the overlay level, the applicant shall submit to the county a proposal for development fulfilling at least:

   a. All applicable basic elements; plus

   b. All transportation elements relating to highway improvements (rights-of-way dedication, highway construction, and off-site roadway contributions) and ridesharing programs; plus

   c. All essential elements; plus

   d. The element relating to low/moderate-income housing. If the Affordable Dwelling Unit ordinance (ADU) is applicable, then the applicant shall satisfy this element by complying with the ADU requirements as stated in the Zoning Ordinance (Article 2, Part 8). If the ADU ordinance is not applicable, then the applicant shall satisfy this element through a contribution to the Housing Trust Fund in the amount equivalent to one-half of the amount specified in the formula cited below under the heading "Minor Development Elements, Low/moderate-income housing;" plus

   e. The inclusion of either of the following:

      - three-fourths of the applicable minor elements and one-half of the applicable major elements, or

      - the inclusion of all applicable minor elements and one-third of the major elements.

The county also uses performance criteria to evaluate development plans for the Fairfax Center Area. These criteria can be found at the end of the Plan text for Fairfax Center under the heading "USE-SPECIFIC PERFORMANCE CRITERIA".

Relationship of Development Levels to the Development Elements

Presented below are general guidelines for use by the county in evaluating the number of development elements required based on the intensity level desired by the applicant. Based on an initial review of the proposal and its location, the county will identify those development elements that are considered essential if the development proposal is to fulfill the desired objectives of the Fairfax Center Area. The county will also determine those applicable minor or major elements that are essential for the applicant to implement. The remaining applicable elements can be selected at the discretion of the applicant to satisfy the requirements for either the intermediate level or the overlay level. The county shall determine the development elements applicable to each individual case from the following categories.

**Basic Development Elements**

1. Area-Wide Basic Development Elements

a. Transportation System

- Roadways. To satisfy the existing and planned traffic demands anticipated within the Fairfax Center Area. The individual elements include:

  - minor street dedication and construction
  - major street right-of-way dedication

- Transit. To provide a balanced transportation network within the Fairfax Center Area and encourage the use of transit as an alternative form of transportation. The individual elements include:

  - bus loading zones with necessary signs and pavement; bus pull-off lanes
  - nonmotorized access to bus or rail transit stations
  - land dedication for transit stations and commuter parking lots

- Nonmotorized Transportation. To provide a coordinated nonmotorized network integrated into the overall transportation system to serve commuting, shopping and recreational uses. The individual elements include:

  - walkways for pedestrians
  - bikeways for cyclists
  - secure bicycle parking facilities

b. Environmental Systems

- Environmental Quality Corridors (EQCs). To ensure conservation of ecological resources and protection of environmentally sensitive land. This open space system includes stream valleys and wildlife habitats that are preserved for passive enjoyment. The individual elements include:

  - preservation of EQCs as public or private open space

- Stormwater Management (Best Management Practices). To ensure effective control of water quantity and quality and thus protect downstream properties from potential flooding and minimize the impact of the nonpoint source stormwater runoff on existing ambient conditions. The individual elements include:

  - stormwater detention/retention
  - grassy swales/vegetative filter areas

- Preservation of Natural Features. To ensure protection of additional natural features which are not included in EQCs. This will supplement EQCs to form a continuous open space system throughout the county for aesthetic value, air quality improvement or noise impact mitigation. The individual elements include:

  - preservation of quality vegetation
  - preservation of natural landforms
  - minimization of site disturbance as a result of clearing or grading limits

- Other Environmental Quality Improvements. To address those environmental elements not listed above to ensure high quality of the overall environment. The individual elements include:

  - mitigation of highway-related noise impacts

  - siting roads and buildings for increased energy conservation (including solar access)

- Landscaping. To provide high quality landscaped developments and appropriate screening and buffering of uses:

  - landscaping within street rights-of-way
  - additional landscaping of the development site where appropriate
  - provision of additional screening and buffering

c. Provision of Public Facilities

- Park Dedications. To facilitate the implementation of the county's plan for stream valley parks:

  - dedication of stream valley parks in accordance with Fairfax County Park Authority policy

- Public Facility Site Dedications. To ensure acquisition of appropriate sites for public facilities:

  - schools
  - police/fire facilities

d. Land Use/Site Planning

- Considerations. To ensure good site planning satisfying the following on-site and off-site considerations:

  - coordinated pedestrian and vehicle circulation systems
  - transportation and sewer infrastructure construction phased to development construction
  - appropriate transitional land uses to minimize the potential impact on the adjacent sites
  - preservation of significant historic resources

e. Detailed Design

- Site Entry Zone. To provide the first introduction to the development and to facilitate direct, safe movements by using the following elements:

  - signs
  - planting
  - lighting
  - screened surface parking
- Street Furnishings. To ensure quality development by using:

- properly designed elements such as lighting, signs, trash receptacles, etc.

**Minor Development Elements**

1. Area-Wide Minor Development Elements

a. Transportation Systems

- Roadways. To satisfy the existing and planned traffic demands anticipated within the Fairfax Center Area:

  - major roadway construction of immediately needed portions (prorated costs based upon number of peak-hour auto trips generated per site)
  - signs

- Transit. To provide a balanced transportation network within the Fairfax Center Area and encourage the use of transit alternatives:

  - bus shelters
  - commuter parking

- Nonmotorized Transportation

  - pedestrian activated signals
  - bicycle support facilities (showers, lockers)

- Transportation Strategies. To reduce automobile use with necessary transportation strategies:

  - ridesharing programs
  - subsidized transit passes for employees

b. Environmental Systems

- Increased Open Space. To encourage expansion of EQCs beyond the minimum stream valley components by incorporating adjacent areas with natural features worthy of protection and to encourage increased on-site open space compliance with these elements shall be at least 50 percent above minimum requirements.
  - non-stream valley habitat EQCs
  - increased on-site open space

- Protection of Ground Water Resources. To ensure the quality of ground water resources in the county and to avoid excessive well draw-down:

  - protection of aquifer recharge areas

- Stormwater Management (BMP). To ensure effective water quality control and minimize the impact of the nonpoint source stormwater runoff pollution:

  - control of off-site flows
  - storage capacity in excess of design storm requirements

- Energy Conservation. To maximize the benefits of energy conservation through sensitive site planning and design:

  - provision of energy conscious site plan

c. Provision of Public Facilities

- Park Dedications. To facilitate the implementation of the county's plan for neighborhood parks:

  - dedication of parkland suitable for a neighborhood park

- Public Facility Site Dedications. To ensure acquisition of appropriate sites for public facilities:

  - libraries
  - community centers
  - government offices/facilities

d. Land Use/Site Planning

- Parcel consolidation to facilitate good site design and coordinated access

- Low/moderate income housing. If the Affordable Dwelling Unit ordinance (ADU) is applicable, then the applicant shall satisfy this element by complying with the ADU requirements as stated in the Zoning Ordinance (Article 2, Part 8). If the ADU ordinance is not applicable, then the applicant shall contribute to the county's low- and moderate income housing goals. This shall be accomplished by providing either 12.5 percent of the total number of units to the Fairfax County Redevelopment Housing Authority, land adequate for an equal number of units or a contribution to the Fairfax County Housing Trust Fund in accordance with a formula established by the Board of Supervisors in consultation with the Fairfax County Redevelopment and Housing Authority.

- Mixed use Plan. To ensure the full utilization of the site:

  - commitment to construction of all phases in mixed use plans
  - 24 hour use activity cycle encouraged through proper land use mix (such as a mix of hotels, restaurants, theaters/entertainment uses, and residential and office/institutional uses in a mixed use development)
  - provision of developed recreation area or facilities

e. Detailed Design

- Building Entry Zone. To enhance the impression and identity of the building or building group by integrated design and architecturally compatible use of the following elements:

  - signs
  - special planting
  - lighting

- Structures. To encourage creative architectural design:
  - architectural design that complements the site and adjacent developments
  - use of energy conservation techniques
- Parking. To provide well-located, well-landscaped, safe parking areas:
  - planting above ordinance requirements
  - lighting
- Other Considerations. To ensure overall design quality by providing the following elements:
  - street furnishings such as seating, drinking fountains
  - provision of minor plazas

**Major Development Elements**

1. Area-Wide Major Development Elements

a. Transportation Systems

- Roadways
  - contribution towards major roadway improvements projected to be needed in the future.
  - construct and/or contribute to major roadway improvements
  - traffic signals as required by VDOT
- Transit. To provide a balanced transportation network within the Fairfax Center Area and encourage the use of transit alternatives:
  - bus or rail transit station parking lots
- Transportation Strategies. To reduce automobile use with necessary transportation strategies:
  - local shuttle services
  - parking fees
- Nonmotorized Circulation. To permit nonmotorized crossings of high volume roadways:
  - grade separated road crossings

b. Environmental Systems

- Innovative Techniques. To encourage innovative techniques exceeding the requirements for the baseline level in the areas of stormwater management, habitat enhancement, restoration of degraded environments, and air and noise pollution control.

c. Provision of Public Facilities

- Park Dedications. To facilitate the implementation of the county's plan for parks which meet community and countywide needs:

  - Community Parks
  - County Parks
  - Historic and Archaeological Parks

- Public Indoor or Outdoor Activity Spaces. To provide convenient public indoor and outdoor activity spaces for county residents:

  - health clubs
  - auditoriums/theaters
  - athletic fields/major active recreation facilities

d. Site Planning and Design

- Extraordinary Innovation

  - site design
  - energy conservation

- Detailed Site Design

  - structured parking with appropriate landscaping
  - major plazas
  - street furnishings to include structures (special planters, trellises, etc.), kiosks, covered pedestrian areas (arcades, shelters, etc.), water features/pools, ornamental fountains, and special surface treatments
  - landscaping of major public spaces

## FAIRFAX CENTER AREA-WIDE RECOMMENDATIONS

LAND USE

Since the adoption of the initial plan for the Fairfax Center Area in 1982, the area has evolved from greenfields to a residentially-focused mixed use center, including several office nodes, one that is the seat of the county's government, and other nodes that include regional and community serving retail uses. Locating employment, commercial, residential and recreational uses within close proximity to each another and mass transit embodies the principles of smart growth and multimodal design. Consequently, mixed-use and concentrated developments are encouraged within portions of the Fairfax Center Area. Transitional land uses and stable neighborhoods are planned around the edges of the Suburban Center.

The Fairfax Center Area Plan recommends a range of development levels to guide development ~~within the land units of the area~~. To obtain the more intense uses and greater densities, applicants must provide commensurate facilities and amenities. To develop the land to its fullest potential at the overlay level and options at the overlay level, parcel consolidation must be achieved. It is intended that such parcel consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Fairfax Center Area Plan. ~~Mixed use developments are encouraged within the Suburban Center area of Fairfax Center.~~ Design review mechanisms are used to implement Plan recommendations in order to assure a standard of excellence for development throughout the area.

**Comment [A2]:** Revise depending on outcome of discussion regarding development levels

All land uses should reinforce the overall goals and objectives of the Plan in both their type and arrangement, ~~and~~ should ~~relate positively~~contribute to the transportation network, and enhance existing and proposed open space systems~~, as well as to one another,~~ in order to achieve the highest collective Plan quality. Development should be phased with the provision of infrastructure components such as transportation facilities, schools, parks, and other public facilities.

Since the Fairfax Center Area no longer contains large tracts of undeveloped land, future development or densification will occur on infill sites, which can often be more challenging due to preexisting development and other site constraints. Development in these areas should carefully consider issues of parcel consolidation, circulation, and overall compatibility with the surrounding area.

The Suburban Center core (Figure 2), located west of the Lee-Jackson Memorial Highway/I-66 interchange, includes the Fair Oaks regional mall, the Fairfax County Government Center, the Fairfax Corner mixed-use development, and other surrounding commercial and residential development. The core generally encompasses the highest planned intensities in the Fairfax Center Area. The highest quality of site and architectural design is expected for proposed development in this area. In addition, landscaping, lighting, and sign design should be well-integrated. A day and evening activity cycle is recommended through a mixture of office, retail, hotel, entertainment, and housing opportunities. Development plans should also portray how any future phases can be integrated and achieve Comprehensive Plan goals.

Two Metrorail stations are planned in the median of I-66 in the Fairfax Center Area as an extension of Metrorail's Orange Line. The stations would provide direct transit access from the Fairfax Center Area to Washington, D.C. The first Metrorail station is planned within the core area of the Suburban Center, at the Fair Oaks Mall and Fairfax Corner. The core area generally corresponds to a ½-mile radius from the planned Metrorail station. The extension of Metrorail to the Fairfax Center Area presents an opportunity to transform the predominantly auto-oriented, suburban-style character of the core into an interconnected and urban-style, transit-, bicycle-, and pedestrian-

friendly place.

The core area near Metrorail station is planned for a mix of uses at a variety of intensities, some of which are tied to the funding of the Metrorail extension, or in the interim, funding of a Bus Rapid Transit System. Any development or redevelopment occurring prior to this time should not preclude higher-intensity transit-oriented development that is envisioned in the future. Special care should be taken to ensure that new structures do not conflict with the overall future vision of the core, particularly within the ¼-mile radius of the planned transit station. Considerations may include building location and orientation, future bicycle and pedestrian connections, the placement of urban parks and other community gathering spaces, and the overall mix of uses.

The second Metrorail station is planned at the intersection of I-66 and Stringfellow Road, and will serve as a commuter station. This station is located along the western edge of the Suburban Center and is generally surrounded by stable residential neighborhoods. Transit-oriented redevelopment of the park and ride facility could be considered in the future, understanding the need to provide transitions to the nearby single-family neighborhoods.

Existing stable neighborhoods should be preserved, enhanced, and reinforced. Infill development in these neighborhoods should be of a compatible use, type, and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14. Multimodal connections to the core area and other nodes within the Suburban Center are encouraged to increase accessibility and reduce reliance on the automobile. The Fairfax Center Area includes areas not scheduled for the expansion of public sewer. Part of Difficult Run is included in this non-sewer area.

Existing spot commercial uses along Lee Highway (Route 29) and Lee-Jackson Memorial Highway (Route 50) are inconsistent with the land use objectives for the Fairfax Center Area and should not be expanded or enhanced. With the exception of the planned retail center and the planned office use at the northeast and northwest quadrants respectively, of West Ox Road and Lee Highway, and land planned for office use in Sub-unit U1, no additional land should be used for commercial purposes along Lee Highway in Land Units L, M, O, R, S, T, or U (Figure 2). Along Lee-Jackson Memorial Highway, no additional commercial uses should be allowed west of the Suburban Center Core Area in Land Units E and D along the south side of Lee-Jackson Memorial Highway, and west of Sub-~~Land U~~unit A3 along the north side of Lee-Jackson Memorial Highway. In addition, retail centers should only be sited in planned retail center locations.

In those areas planned for office use, a museum and/or cultural center may be an acceptable alternative. Additional intensity for the development of a museum and/or cultural center may be appropriate if compatible with the surrounding area and could reduce negative impacts to the roadway network as compared with the planned office use.

In the Fairfax Center Area, the overlay level should be considered the maximum allowable density/intensity. Densities/intensities above the overlay level, utilizing PDH bonus provision or other bonus (except as permitted under the Affordable Dwelling Unit Ordinance) ~~shall~~ should not be allowed, except where noted within options at the overlay level in the Land Unit Recommendations.

~~Open space definition through the planning of the continuous linear park along Monument Drive and the east-west subconnector and other pedestrian/bicycle systems throughout the area is desirable; these systems buffer development clusters and provide recreational and transportation opportunities. Fairfax County currently encourages the formation of stream valley parks, and actively pursues a policy of the protection of environmental quality corridors.~~

Create a Theme for the Area

**Comment [A3]:** Revise depending on outcome of discussion regarding development levels. This statement does not reflect Plan options above the overlay level and is conflict with that idea. Remove the word shall.

**Comment [A4]:** These policies are touched on elsewhere and FCPA would like to remove reference to linear park on Monument Drive

Building architecture, signage, trail connectivity, open space design, and landscaping, including dominant tree species in greater quantity than others may be used in all major spaces to ensure unity and continuity in site design. Smaller trees and shrubs, particularly flowering species may be repeated throughout the entire area. Through this repetition, a main theme may be created for the Fairfax Center Area, which will provide an effective impression and project a positive image of the area. However, to set certain areas apart or to create desired emphasis or to relieve monotony, some variation of species and special landscape treatment is encouraged. This may occur, for instance, at a site entry zone or building entry area.

Buffers and Transitions

Buffers and transitions protect and screen lower density and/or residential uses from the effects of potentially incompatible uses. These needs ~~between potentially incompatible land uses can~~ occur at various scales, both— area-wide and land unit specific. At the area-wide scale, the buffer or transition mechanism can be land use types and/or intensities planned ~~in positive relationships to one another~~having similar function and form. ~~It is expected that transitions and buffers will occur so that the peripheral land uses of the area would be compatible in type and intensity to the adjoining areas outside the area confines so that existing residential neighborhoods will be protected.~~ At an individual land unit scale, land use buffering should be encouraged as appropriate~~wherever possible~~. The use of setbacks, berms, and vegetative or structural (walls and fences) screens at this scale is recommended as a buffer treatment. Appropriate transitions in building height should be made in areas along the edge of the core or the Suburban Center to ensure that the character of existing stable neighborhoods is maintained. Strategies include the tapering of building height to existing development, the use of buffers, and the clustering of taller buildings away from these transitional edges.

Planting and Landscaping

In addition to preserving natural vegetation through the EQC policy implementation and enforcement of the Tree Preservation and Planting requirements of the ~~Erosion and Sedimentation Control and Conservation~~Zoning Ordinance, the Fairfax Center Area should use planting guidelines that will enhance the quality of development and make this area unique. To assure quality plantings, the following considerations are appropriate:

**Provide An Appropriate Design**. Planting design must be appropriate in the choice of plant materials and their uses. The size, form, texture and color of plants should relate to the surrounding plants and architecture. They should also relate to the functional use of the plant. The functional uses of a plant generally include:

- Architectural uses - such as privacy control, screening objectionable views, and space articulation;

- Engineering uses - such as glare, reflection, traffic, sound, and soil erosion controls;
- Climate control - such as sunlight, wind and temperature controls which are related to energy conservation measures; and

- Aesthetic uses - such as softening hard architecture, framing a view, and emphasizing a place (such as site entry zone, building entry area).

Planting design should strive to achieve fulfillment of the above listed functional uses, so that appropriate choice of plants can be made.

~~**Create A Theme For The Area**. Dominant tree species in greater quantity than any other~~

~~may be used in all major spaces to ensure unity and continuity in a planting design. Smaller trees and shrubs, particularly flowering species may be repeated throughout the entire area. Through this repetition of plant use, a main theme may be created for the Fairfax Center Area, which will provide an effective impression and project a positive image of the area. However, to set certain areas apart or to create desired emphasis or to relieve monotony, some variation of species and special landscape treatment is encouraged. This may occur, for instance, at a site entry zone or building entry area.~~

**Achieve immediate effects of planting.** Large plants should be used to achieve reasonably immediate effects of planting particularly for screening and buffering purposes. All evergreen trees for screening and buffering purpose should be at least 6 feet tall. Deciduous trees should be at least 2.5 inch caliper. In the area of commercial and office uses, the planting of a few trees of 4 inch caliper or more at important locations should be encouraged.

An applicant should submit a planting plan incorporating the above considerations for review. Planting plans should be provided for the following specific areas where applicable:

- Major and minor streets;
- Parking lots;
- Screening/buffering;
- Site entry zone/Building entry area;
- Major plaza/Minor plaza; and
- Other public open spaces.

Planting design for major streets and minor streets should use major shade trees which have the following characteristics: high branching, fast growing, tolerant of ~~city~~urban conditions such as planting in tree boxes, and four seasonal interest, particularly good fall color. The plantings of flowering trees are encouraged along minor streets. All plantings within future Virginia Department of Transportation (VDOT) rights-of-way must conform to VDOT standards.

Planting design for parking lots and screening/buffering should be, at a minimum, in accordance with the ~~Landscaping and Screening~~Zoning Ordinance. Shade trees should be used in parking lots for energy conservation purposes.

Planting design for site entry zones, building entry areas, and plazas requires special landscape treatments. Seasonal visual interest should be emphasized by using ornamental plant materials.

~~Energy Efficient Planning and Design~~

**Comment [A5]:** Remove as green building policies are more robust and up-to-date

~~Energy conservation methods must be incorporated in all land use decisions. Energy conservation can be achieved in two major ways - through land use mixes that minimize the need for transportation between uses, and through the siting and construction of buildings and street to provide solar access and energy conservation.~~

~~Mixed use development saves energy. Locating employment, commercial, residential and recreational uses within close proximity to one another is highly energy efficient, especially with~~

densities high enough to support mass transportation. Consequently, mixed-use and concentrated developments are encouraged within portions of the Fairfax Center Area for their energy saving potential. Notwithstanding the foregoing, considerations of energy saving potential shall not supersede the parameters of allowable intensity of development set forth herein.

Careful site planning is not only cost efficient in regard to energy consumption, but also cost effective for developers in regard to site work. This cost benefit results from working with existing land forms, minimizing the need for extensive earthwork. Retention of natural features and flexible site planning should be encouraged for their energy saving potentials. Heating and cooling needs of residential and commercial structures can be greatly reduced through the employment of various siting and construction techniques. A well-insulated and sited house can reduce energy needs by as much as 70 percent.

Various siting considerations should be considered when locating structures to use the most efficiently alternative energy sources and systems. Solar energy can be used in both active and passive systems. Techniques that should be encouraged include the following:

- Buildings should be clustered. This reduces the amount of roads required as well as length of power and sewer lines needed to serve the development. Cluster development should be encouraged not only for these efficiencies, but also for its ability to preserve the natural environment by reducing land requirements;

- In most conventional developments, streets should be designed to run from east to west so that building lots run from north to south and thus maximize the extent of solar access (glass oriented to the sun);

- South facing slopes allow greatest potential for solar access. Development of these slopes first should be encouraged;

- The opportunity for buildings and accessory units to receive solar access must be assured and protected;

- Use of active and passive solar heating and cooling systems should be permitted and encouraged;

- Standardized setback and orientation requirements are not always energy efficient. Flexibility in siting and building orientation is strongly encouraged;

- Arrangement of buildings should take advantage of access to natural cooling breezes in the summer;

- Vegetation, landforms and structures should be used to channel summer breezes and to buffer structures from winter winds;

- Parking lots, paved areas, streets and buildings should be shaded by trees or structures to reduce temperatures in the summer; and

- Cold air drains toward low topographic spots. Buildings should be discouraged in these areas as they would require excess energy for winter heating.

In addition, employment of various construction techniques can greatly reduce energy consumption. Included in these are the following:

- ~~Energy efficient building types should be encouraged. Certain building types are innately more energy efficient than others. These include multifamily housing, structures which share a common wall, and earth integrated structures;~~

- ~~Window placement and the extent of exterior wall surface can also affect energy consumption. There should be minimal placement of glass on the northwestern sides of buildings. Consideration should be given to the use of double and triple glazed glass in order to reduce energy consumption. These issues should be considered in building design;~~

- ~~The reaction of different colors and materials to heat and light varies. Use of those materials and colors that are most energy efficient should be encouraged; and~~

- ~~Sufficient insulation, weather stripping and thermal glazing must be encouraged.~~

~~The following energy conservation measures are inherent in sensitive site planning and design practices:~~

- ~~Locate maximum number of units in warm slope areas. Warm slopes include eastern, western, southeastern, southern and southwestern slopes. These slopes provide better habitats for people since they receive more solar heat in the winter and cooler breezes in the summer. For these reasons it is suggested that maximum number of units and higher intensity development be located on the warm slopes, particularly on southeastern, southern and southwestern slopes. Cold slopes include northern, northeastern, and northwestern slopes, and are more appropriate for less intensive development. If a site has limited or no warm slopes, this criteria would not be applicable;~~

- ~~Provide proper solar orientation for majority of units. Proper solar orientation is a basic requirement for proper solar access and is necessary for buildings incorporating active or passive solar technologies. Proper solar orientation is equally important for a properly weatherproofed conventional building to obtain significant energy savings. In Fairfax County, proper solar orientation occurs when the main axis of a building is perpendicular to a line no more than 22° 30° from due south. The use of east west street alignments (within a range of 25°north or south of a due east-west direction) will facilitate the provision of proper solar oriented lots and is suggested as the first attempt in site layout to achieve proper solar orientation for a majority of units;~~

- ~~Protect solar access for all units. Solar access is necessary for buildings incorporating active or passive solar technologies. It is also important for a conventionally designed building to have access to winter sunlight. To develop solar access and shadow diagram, one may refer to information in the Architectural Graphic Standards and other energy site planning related books;~~

- ~~Encourage greater use of active and passive solar energy. The use of active solar energy equipment, facilities and devices should be encouraged to the extent possible. Their design and location should be well considered so as not to create an unsightly view. Passive architectural design measures such as glazing methods and shading devices should be encouraged; and~~

- ~~Provide energy conscious planting. There are two major aspects of this kind of planting:~~

  - ~~Shading of parking lots and other large paved areas to reduce the cooling demands of adjacent buildings. Shaded parking lots are also welcomed by motorists in the summer.~~

~~Providing summer shade and winter warmth by using deciduous trees, and protecting the north facade with an evergreen windbreak.~~

TRANSPORTATION

Transportation recommendations for the Fairfax Center Area are shown on Figures 3 through 8. In some instances, more detail is provided in the land use recommendations section.

Travel within and through the Fairfax Center Area is affected by land uses and transportation facilities in adjacent planning districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the Fairfax Center Area is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies.

A general discussion of the key elements of the Fairfax Center Area transportation system is provided in the following paragraphs. These elements supplement additional countywide elements. The discussion begins with a description of the Fairfax Center Area elements. Additional guidance is provided on ~~access management, non-motorized~~ multi-modal transportation and parking management.

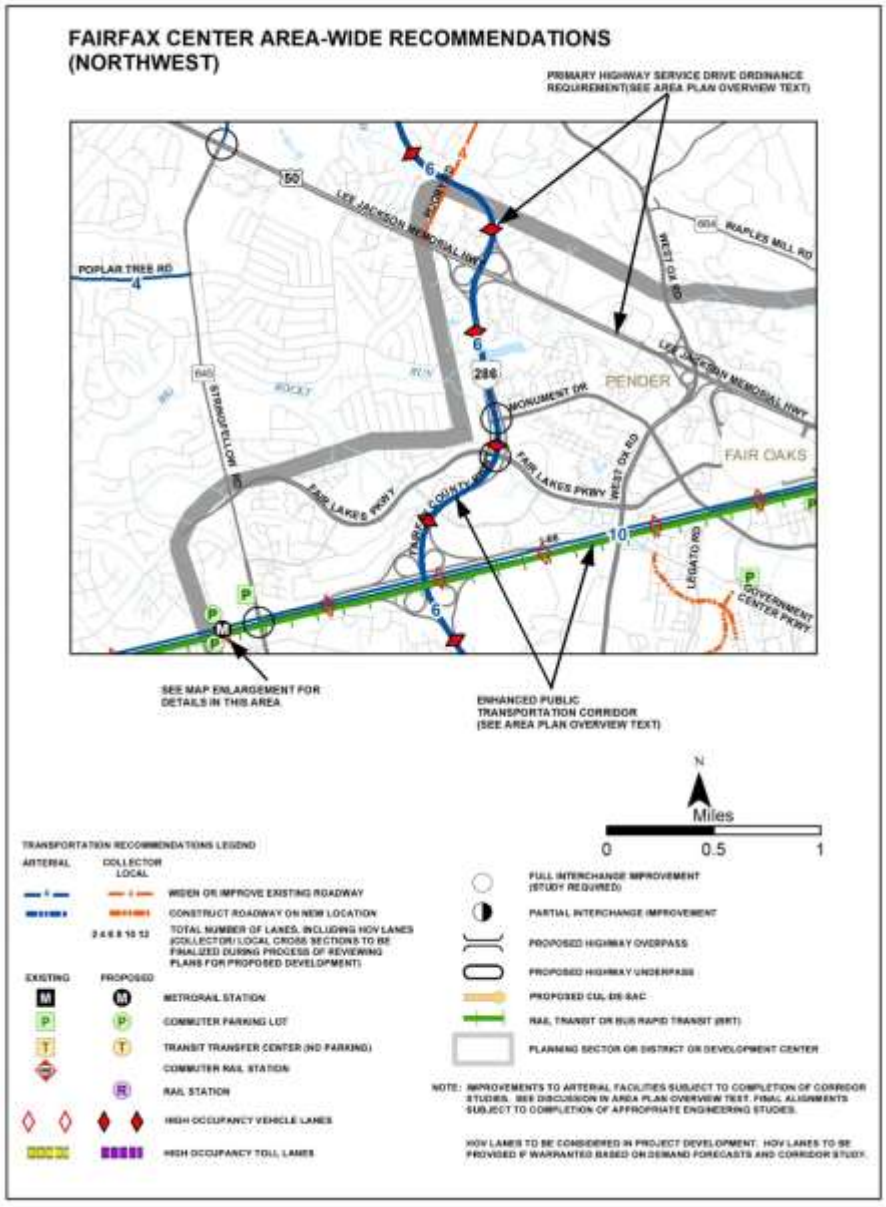
Fairfax Center Area-wide Elements

Fairfax Center Area is planned as a mixed-use center surrounded by lower-density suburban neighborhoods. An important characteristic of these types of areas ~~Basic to the mixed-use center concept~~ is the provision of ~~various transportation alternatives~~an interconnected multi-modal transportation system. ~~Although quality road and pedestrian systems are provided, public transit system development is necessary to complement these systems and to reduce the total volume of vehicular trips within and to and from the area.~~ Multi-modal transportation systems are best suited to support ~~M~~mixed land uses in densely clustered arrangements. A multi-modal transportation system includes a balanced transportation system that serves automobiles, pedestrians, bicyclists and transit. The Fairfax Center Area is served by a robust roadway system and a growing bicycle network. Improvements to the multi-modal transportation system, including the enhancement of the bus system and enhanced connection into the regional transit network through Express Bus Service, Bus Rapid Transit (BRT) or Metrorail will be necessary to serve the needs of the area.

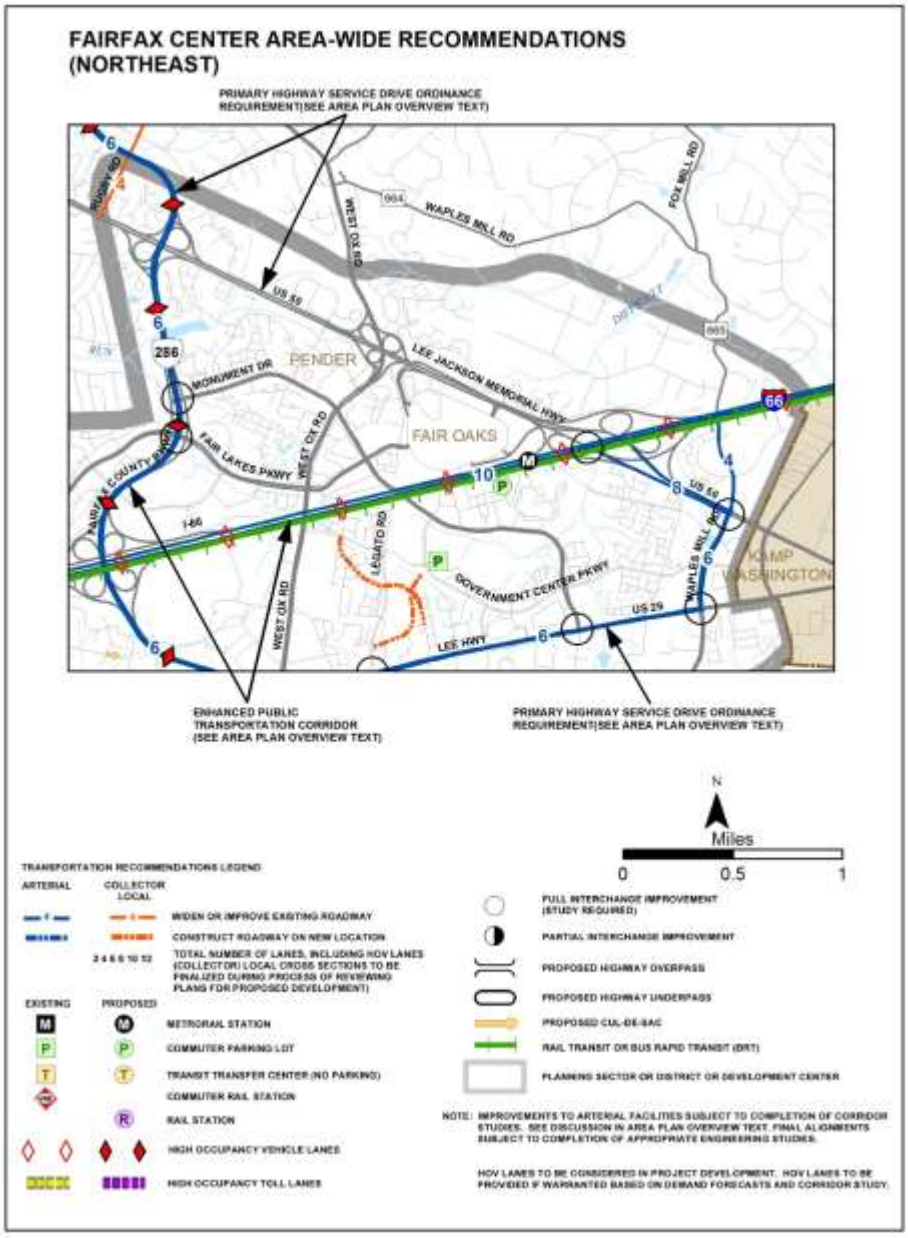
Future High-Quality Transit

The concentration of land uses planned within the Fairfax Center Area makes it ~~attractive~~ logical to extend ~~the mass transit system~~ Metrorail from the east, ~~along~~ in the median of Interstate 66 (I-66). A preferred alternative developed by the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (VDRPT) recommends high occupancy toll lanes (HOT lanes) on I-66 from the Capital Beltway (I-495) to Route 15 in Prince William County. The preferred alternative maintains the necessary right-of-way for the expansion of Metrorail and the future Metrorail Stations in the Fairfax Center Area. ~~As a result of the planned study of the Enhanced Public Transportation Corridor along I-66, additional options may prove to be beneficial to the area. Other private transit modes should be developed such as corporate car/vanpool programs or taxi service, among others.~~ The expansion of existing bus service would be needed to support this future Metrorail service and stations. Future Metrorail stations ~~Metrobus service to the area~~ would ~~require commuter transfer areas featuring~~ need to be supported by ~~parking lots~~ park-and-ride facilities, pedestrian and bicycle facilities, drop-off zones, bus loading zones, bus shelters, benches, signs and lighting systems, ~~pedestrian systems,~~ landscaping and other amenities (e.g., ~~telephones,~~ restrooms, bike racks and lockers, information kiosks, and drinking fountains).

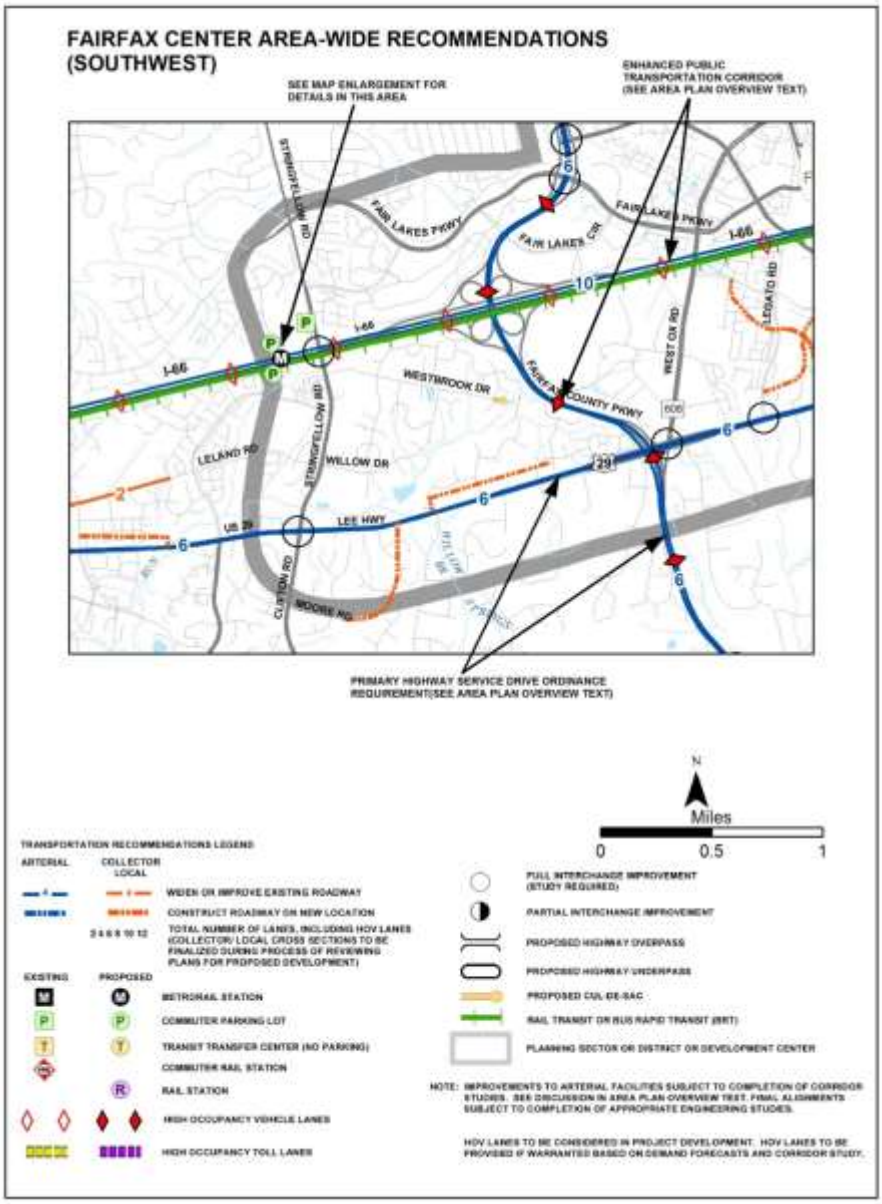
It is expected that bus loading zones and pedestrian and bicycle networks will be necessary to provide connectivity ~~access systems~~ to the future Metrorail stations near the Fair Oaks Mall and Stringfellow Road park and ride. These facilities will need to be provided by ~~the~~ future developers, and will require the ~~as well as~~ dedication of land for rail stations and commuter parking lots. ~~Bus~~



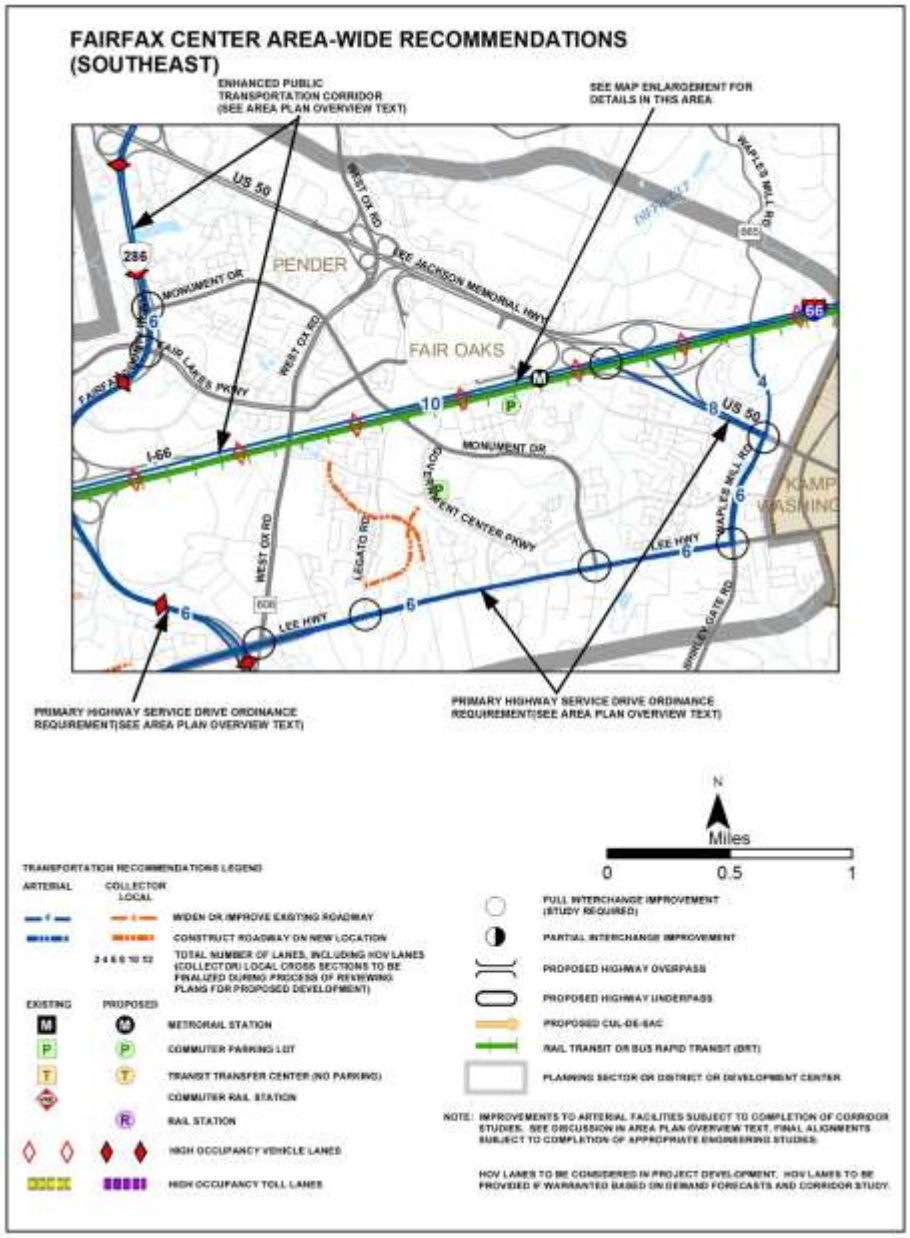

**TRANSPORTATION RECOMMENDATIONS** **FIGURE 3**
**FAIRFAX CENTER AREA (NORTHWEST)**



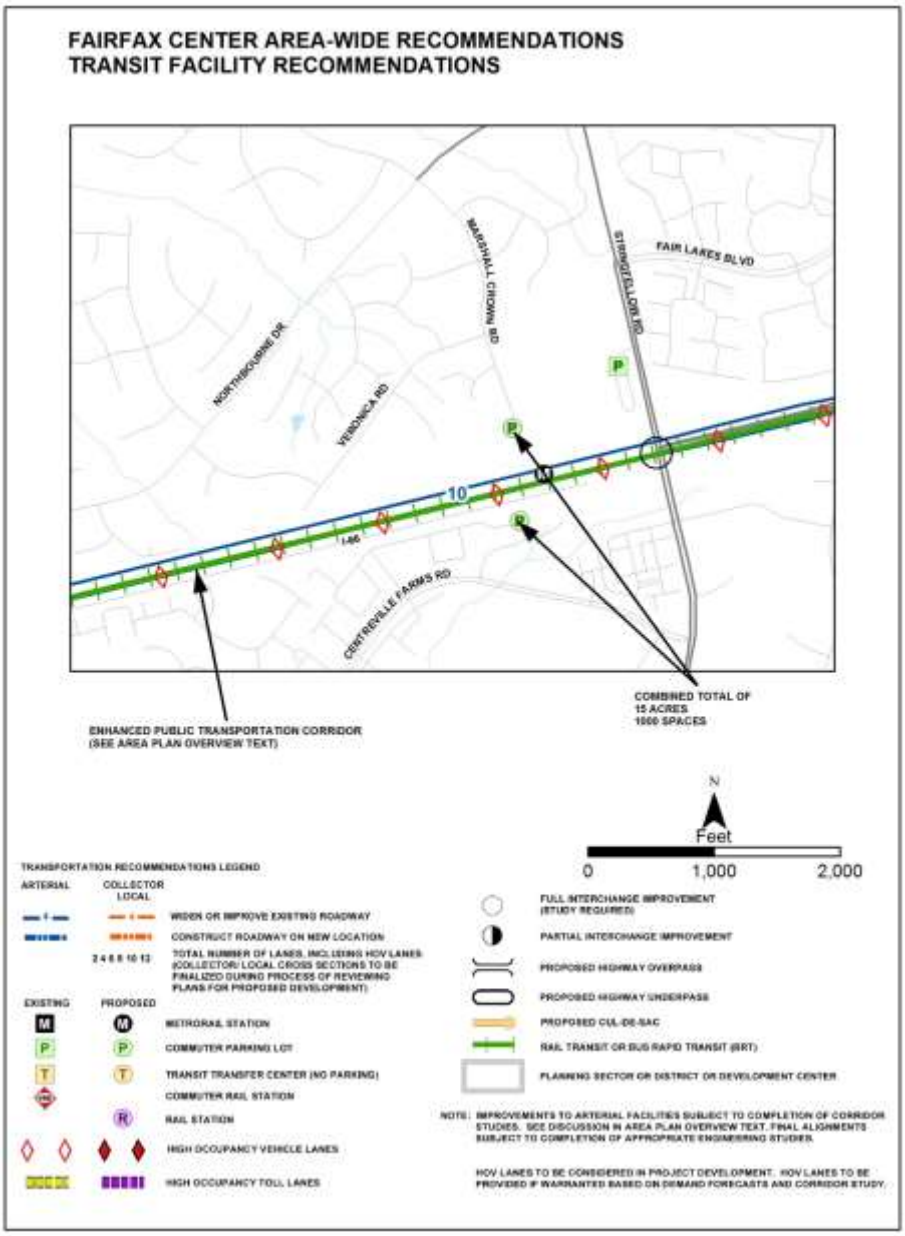

**TRANSPORTATION RECOMMENDATIONS** **FIGURE 4**
**FAIRFAX CENTER AREA (NORTHEAST)**



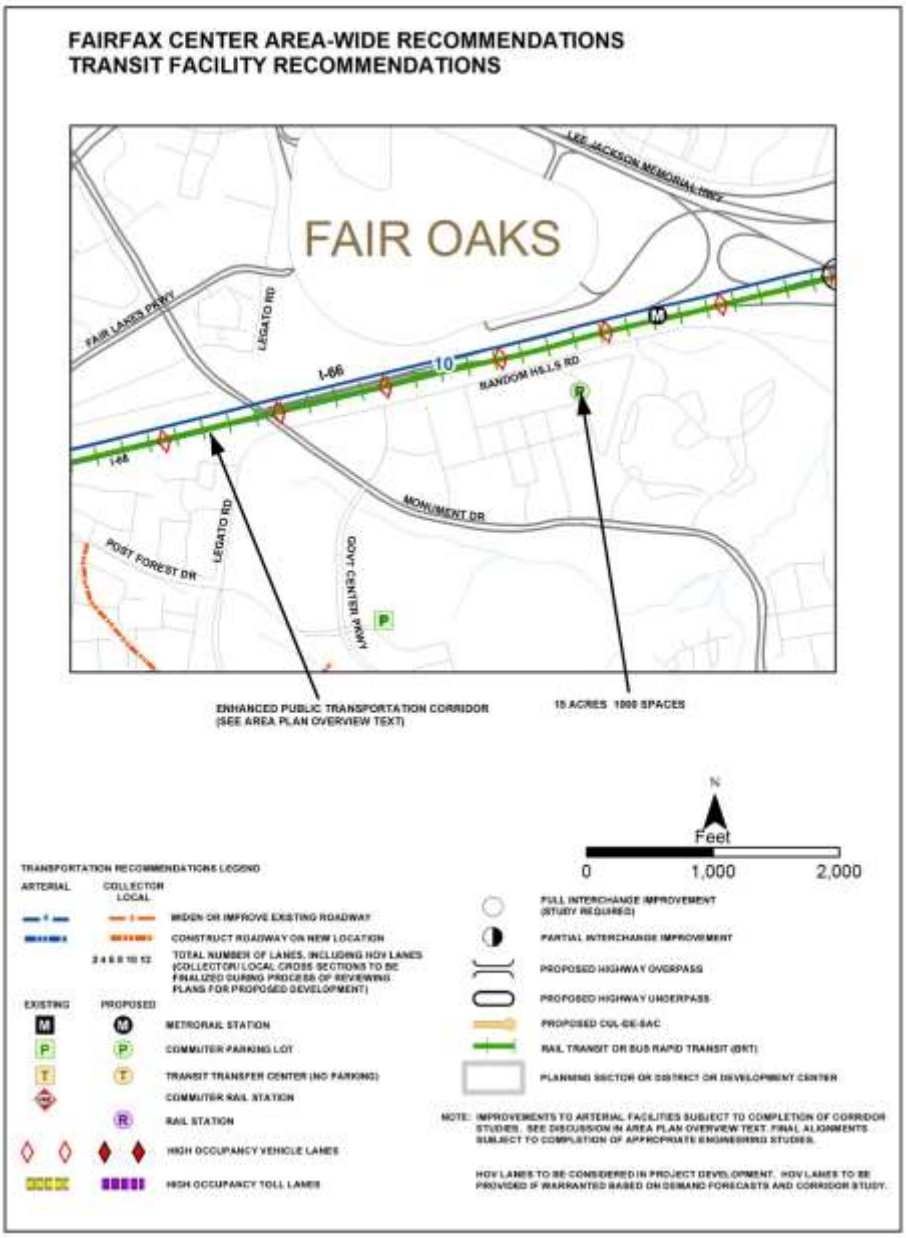

**TRANSPORTATION RECOMMENDATIONS** **FIGURE 5**
**FAIRFAX CENTER AREA (SOUTHWEST)**




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 6**
**FAIRFAX CENTER AREA (SOUTHEAST)**




**TRANSIT FACILITY RECOMMENDATIONS** **FIGURE 7**
**FAIRFAX CENTER AREA**




**TRANSIT FACILITY RECOMMENDATIONS** **FIGURE 8**
**FAIRFAX CENTER AREA**

~~shelters and commuter parking lot provisions by developers are considered minor development elements. Major development elements are Metrorail parking lots, and local shuttle bus systems.~~ Future development surrounding the proposed Metrorail stations should orient its design towards pedestrian facilities and ensure access to the station is direct and logical.

Roadway Network and Circulation ~~Improvements~~

Roadway improvements for the Fairfax Center Area are shown on Figures 3 through 8. The improvements represent countywide elements as well as improvements specific to the Fairfax Center Area. ~~The improvements follow the function classification hierarchy as described in the Policy Plan. The following paragraphs provide additional detail on the planned roadway improvements in the Fairfax Center Area.~~

~~**Subconnectors**. In the Fairfax Center Area, there is a special category within the collector roadway classification: subconnectors. Subconnectors are collector roadways that include:~~

- ~~Monument Drive, between the Fairfax County Parkway (Route 286) and Lee Highway (Route 29);~~
- ~~Fair Lakes Parkway, between Legato Road and Fair Lakes Boulevard;~~
- ~~Fair Lakes Boulevard, between Stringfellow Road and Fair Lakes Parkway; and~~
- ~~Government Center Parkway, between Waples Mill Road Extended and Monument Drive.~~

~~A higher design standard is expected for these subconnectors than for other collectors in the Fairfax Center Area.~~

*Interchanges*

~~**Interchanges**.~~ Interchange locations have been identified in the countywide Plan process and are shown on the Transportation figures for the Fairfax Center Area. The provision of an interchange has both land use and transportation planning implications. In terms of land use, caution must be exercised in reviewing development proposals in the immediate interchange area due to right-of-way implications. In terms of transportation planning, care must be taken to accommodate revised access patterns in the immediate area, since the interchange ramps cause grade changes and weaving/merging traffic conflicts. Because of these interchange features, access to properties in close proximity to the intersection is often affected by interchange construction.

The amount of land needed for interchanges, and the extent to which access must be re-oriented, varies with the actual design of the interchange. Most planned interchanges have not yet been designed. In these instances, every effort should be made to accommodate the potential access modifications associated with a future design. ~~Towards this end, typical dimensions of potential loop ramps and acceleration/deceleration lanes have been established based on current interchange designs. The interchanges shown on the accompanying maps identify the roadway segments of the intersecting streets where access must be restricted to accommodate these potential designs based on the typical dimensions.~~ In those instances where interchange designs have been approved or are in active stages of development, the maps contained in this section do not show these restricted access segments. Where an interchange project is in an active design stage, or where such designs have been approved, access in the intersection area should be planned to be consistent with such designs.

Implementation Aspects

The ability to implement transportation improvements is critical to the success of the Fairfax Center Area~~implementation of these roadway improvements is critical to the satisfactory and timely accommodation of vehicular traffic in the area~~. A key factor in the implementation process is the ability to acquire or generate funding for these improvements. ~~While a~~ Applications for development within the Fairfax Center Area are ~~does~~ not assured approval, specifically if the application does not promote the health, safety, and welfare of its residents and employees. ~~and comply with the applicable development elements, a~~Any development intensities above the baseline are feasible only if the private sector contributes a proportional share of transportation improvements and/or funding to meet the transportation needs of the area. The proportional share of the transportation improvements provided by the private sector ~~will be~~are established by the Board of Supervisors and reviewed periodically through a~~n established~~ public process ~~such as the Annual Plan Review~~. This concept is used in other areas in Fairfax County and is critical in developing a funding plan for those urban centers~~was developed and recommended by the Transportation Subcommittee of the Route 50/66 Task Force in a report entitled Financing Transportation Improvements in the Fairfax Center Area~~.

~~The level of public sector participation in providing transportation improvements shall be determined by the availability of federal and state funds allocated annually for expenditures on projects in Fairfax County, the county's own fiscal and budgetary policies and competing needs and the priorities for transportation improvements established on a countywide basis.~~

Commitments by either the public or private sector will include, but not be limited to, funding for construction/design of ~~roadway~~ transportation projects~~, construction of roadway projects~~ and dedication of rights-of-way. The commitments will be predicated on the proposed development on a per parcel basis and the resultant traffic utilization of the proposed roadway improvements.

~~Access Management~~

**Comment [A6]:** Removed with the consultation of site analysis. These concepts are not governed by the comp plan

~~The following paragraphs provide guidance towards an access management plan for the Fairfax Center Area. The objectives of the access management plan are to:~~

- ~~minimize service drives;~~
- ~~minimize median breaks (or cross-overs);~~
- ~~minimize the need for traffic signals;~~
- ~~minimize the need for heavy left-turn movements (encourage clockwise traffic circulation patterns);~~
- ~~preserve right-of-way for planned roadway improvements; and~~
- ~~provide public street access for every parcel or contiguous parcels of the same ownership.~~

~~These objectives should be balanced so that the encouragement of one does not impede the fulfillment of another.~~

~~**Divided Roadway Facilities**. All multiple-lane arterials should be designed and built as divided facilities in the Fairfax Center Area. This type of roadway design will provide the following benefits to the specific roadway, the roadway system, and the identity of the Area:~~

- ~~separation of major 'through' travel movements which helps to minimize vehicular collisions~~

~~(especially, head-on collisions) and headlight blinding;~~

- ~~elimination of haphazard turning movements with the designation of specific crossover locations;~~

- ~~reduction in medial friction and increase in traffic capacity due to the minimization of interruptions to the traffic streams;~~

- ~~creation of areas for pedestrian refuge;~~

- ~~standardization of roadway type; and~~

- ~~expansion of the motorists' viewing area.~~

~~Access points to/from the divided facilities should be oriented predominately towards the crossover locations. Driveway access points (right-turns in and out) should be minimized between crossovers.~~

~~For newly developed areas, driveway access points should be no closer to another driveway or crossover than the minimum sight distance recommended for crossover spacing of the roadway facility. In addition any new driveway access points should be provided with appropriate deceleration and acceleration lanes on the divided roadway.~~

~~For those areas, especially residential neighborhoods, where a divided roadway will be constructed or improved, the following methods, listed in increasing order of importance, for minimizing driveway access points should be considered:~~

- ~~consolidation of driveways (common driveways, pipestems, etc.) and points of access;~~

- ~~re-orientation of entrance/access;~~

- ~~construction of new interparcel roads; and~~

- ~~redevelopment/consolidation of parcels.~~

~~These methods should also be used for minimizing driveway access points along newly constructed or improved non-divided roadways.~~

~~**Single Ended Access (cul-de-sacs)**. Whenever possible within topographic and environmental constraints, the length of single ended access, public or private, for any uses should be minimized. The length of any single-ended access should be no longer than 1000 feet. Alternatives to long single-ended access points include, but are not limited to: loop roads, horseshoe or circular configurations, and interconnections with other roadways. The maximum length is recommended due to: the need for access of emergency/rescue services, service vehicles (trash collection, deliveries, and utility maintenance), and traffic flow and circulation (alternate routes of travel).~~

~~**Cross-over Spacing (locations of median breaks)**. Minimum design speeds should be utilized in identifying suitable locations (due to stopping distance, sight distance, weaving distance, and turn lanes) for cross-over spacing of divided facilities in the Fairfax Center Area. Subconnectors and their cross-over location should be constructed at a minimum to the standards for 45 mph facilities.~~

~~**Service Drives**. Service drives are required by the county's Zoning Ordinance along Primary Highways. The requirement supports the county's transportation objective to maximize the efficiency of roadway facilities. Primary Highways are arterials which primarily accommodate~~

~~through travel movements. However, direct access to and from these highways occurs frequently. In general, the provision of many access points reduces the efficiency and capacity of an arterial road. This reduction is caused by the interruptions in smooth traffic flow due to turning movements into and out of the driveway entrances. Service drives provide for the separation of the access and travel functions along roadways. When correctly planned and built, their use allows the adjacent parallel roadway to operate more efficiently, with increased capacity and improved safety. At the same time, access to adjacent properties is provided and oriented to controlled access points. Service drives also allow for purely local interparcel trips to be made without disrupting the through traffic on the adjacent arterial.~~

~~Cases occur where the widening of the Primary Highway eliminates the service drives that preceded the widening. The Plan should anticipate these situations by providing for alternatives to the service drive, such as consolidation of entrances and provision of interparcel access through travelways, or by other means. This feature is addressed by Objective 9 Policy b of the Policy Plan. Where other alternative measures may be available, they are identified.~~

~~It is intended, whenever possible, that the use of service drive be minimized and alternatives to service drives be implemented in the Fairfax Center Area. It is acknowledged that this objective cannot always be achieved especially due to factors, such as:~~

- ~~the preponderance of small parcels under separate ownership located along major roadways;~~
- ~~the irregular shapes of parcels;~~
- ~~design constraints (e.g. minimum crossover spacing);~~
- ~~existing locations of land uses, buildings, and roadway system; and~~
- ~~topography and/or environmental limitations.~~

~~Notwithstanding the objective to minimize the use of service drives, the implementation of these facilities requires guidelines for access planning of development. Except for the collector-distributor roads associated with I-66 and Lee Highway, there are two types of service drives planned for the Fairfax Center Area:~~

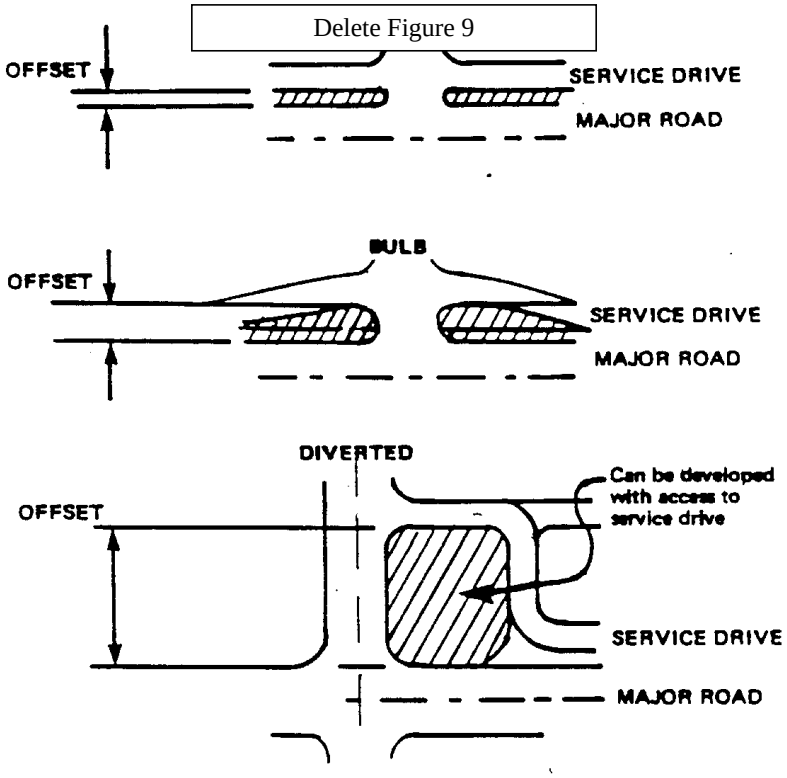
- ~~minor (residential) service road – predominately serves as an access street for residential uses; and~~
- ~~major service road – predominately serves as an access street for a mix of uses (e.g., multifamily residential and retail, office and retail) or a variety of nonresidential uses.~~

~~Based upon the two service drive types, the following guidelines should be utilized in the implementation of service drives in the Fairfax Center Area:~~

| Service Drive | Maximum Length Between Roadway Connections | Minimum Off-set From Major Roadway | Recommended Design Connection | |
|---|---|---|---|---|
| | | | Minimum | Desirable |
| Minor | 2000 feet | 25 feet | Traditional Bulb | |
| Major | 2000 feet | 150 feet | Bulb | Diverted |

~~Traditional, bulb, and diverted designs are shown schematically on Figure 9.~~

Delete Figure 9




**SERVICE DRIVE TYPES** **FIGURE 9**
**FAIRFAX CENTER AREA**

~~Entrances from service drives to the parallel roadway should only be allowed if the entrance location meets the crossover spacing guidelines for the parallel roadway.~~

Pedestrian and Bicycle Systems

Pedestrian and bicycle travel constitute major forms of transportation in the Fairfax Center Area, providing access to employment, commercial, and community land uses. ~~The relatively compact scale of the area and the use of planned development districts are particularly well suited to nonmotorized transportation. Optimum utilization of pedestrian and bicycle modes~~Walking and biking as a mode of transportation provide~~s~~ benefits for both the user and the larger community, including improved health, ~~in~~ fuel savings, reduced air pollution, and reduced traffic congestion.

In the Fairfax Center Area, efforts should be made to ensure a high level of service (LOS) for all modes including transit, vehicles, pedestrians, and bicyclists. To achieve this, consideration should be given to safety and security, direct pathways, topography, and the achievement of a balance between traffic delay and a pedestrian friendly environment. Impact studies should quantify the level of service (LOS) for all applicable modes by applying up-to-date standard techniques. It is the intent of these recommendations to maximize the future use of transit, bicycling and walking in the Fairfax Center Area in the future. However, safe and efficient circulation for vehicles will still need to be provided within the Fairfax Center Area.

*Pedestrian Mobility*

Coordinated walkway networks are fundamental as well as essential and should be required of all development in the Fairfax Center Area. Wherever possible, missing connections or substantial portions of the pedestrian network should be replaced with new sidewalks, trails or other improvements. Comprehensive, coordinated walkway networks ~~shall~~should be required for each site to provide full intra- and inter-parcel pedestrian circulation to and from all buildings, parking, recreational facilities, and to or through open space areas. New development should focus on orienting itself to the pedestrian realm, creating logical connections from the street to the main entrance of the building.

Intersections should be given special consideration to enhance pedestrian safety and convenience. ~~High volume and high speed roadway i~~Intersection control and design should accommodate pedestrians through the use of signalized pedestrian crossings, walkway incorporation into roadway grade separations, pedestrian activated signals, crosswalks and pedestrian refuge medians as applicable. These elements are particularly necessary given the number of high volume traffic arteries in the area which are difficult to cross.

Clear and direct pedestrian connections from bus stops and future transit stops are necessary in the Fairfax Center Area.~~Local roadway networks that are designed to discourage automotive through travel should allow~~ The transportation network should facilitate nonmotorized ~~through travel via cul-de-sac~~ connections, including connections between neighborhoods, walkways connecting cul-de-sacs, and pedestrian connections from neighborhoods to local amenities including parks, shopping centers and schools. Plazas should be located at the focal points of major commercial or high density residential developments where walkways converge. Consideration should be given to the implementation of wayfinding and signage for pedestrians in the Fairfax Center Area, as multimodal transportation options in the area increase. Orientation towards the pedestrian as a vital mode of transportation in the area will be critical.

Sidewalks and pedestrian facilities should be buffered from the roadway using landscape amenity panels, to create a comfortable environment for the pedestrian.~~Pedestrian circulation should be provided through and from parking lots, and to transit stops.~~ Walkway width and clearance

~~integrity~~ should not be reduced or comprised by utility poles, roadway signs, mail boxes, etc. These ~~devices~~features should be located on utility strips between curbs or road shoulders and walkways.

~~In order to take full advantage of the bicycle as an efficient mode of transport, a comprehensive approach to its use must be applied. Full circulation and support facilities, are components of such an approach. Bikeways provision is important but is just one aspect of a comprehensive approach to bicycle transportation.~~

*Bicycle Facilities*

Bicycling is an important component of transportation and provides additional mobility options. Improving bike connectivity in the Fairfax Center Area is crucial to making the bicycle a more viable mode of transportation. A robust bicycle network is planned for the Fairfax Center Area and can be seen in the County's Bicycle Master Plan. These connections will allow for the movement in and around the Fairfax Center Area, connecting the residential neighborhoods with the more concentrated core areas with retail, residential and office uses. Consideration should be given to the safety of people on bicycles in new projects, including the separation of bike facilities from vehicular traffic where desirable.

Bicycle parking should be provided in every development and redevelopment project. Lack of safe and secure bicycle parking can become a major obstacle in promoting bike mobility in the Fairfax Center Area. With the installation of bicycle parking, careful attention should be given to providing the proper type and amount of parking, at the correct location within a site, with enough space to properly install the parking. Bicycle parking facilities should correspond to long-term and short-term parking needs.

~~Secure bicycle parking should be provided at all employment, business, apartment, and public uses. Theft prevention is of paramount importance to cyclists, yet the cost and space requirements are negligible. Bicycle parking facilities should correspond to long-term and short-term parking needs.~~

~~Long-term~~Bicycle parking or storage should be provided at employment, school, shopping and recreational areas, and commuter and ~~apartment~~multifamily uses. These facilities require weather protection and security devices, such as, bike lockers or controlled access areas. Shopping, personal business, and recreation trips have short parking duration. Open air parking devices which lock bicycle wheels and frame, and are in close proximity and view of building entrances should be provided. Bicycle parking spaces should be provided to accommodate anticipated demand.

Parking Management Guidelines

In an effort to guide development in the provision of vehicular parking, the following guidelines for parking management in the Fairfax Center Area are recommended:

- On-street parking is not recommended on the arterial roadway system~~, subconnectors,~~ or service drives;
- Whenever possible, shared parking should be encouraged~~ and applications critically evaluated during the development process~~;
- Capabilities for future parking expansion (e.g., parking structures which can accommodate additional levels) should be considered during the evaluation of applications for parking reductions due to shared parking;

~~• Seasonal parking demands and special measures (use of grass open space) should be considered in the review of parking requirements for all nonresidential uses; and~~

- The location of off-street parking should be coordinated with existing public transportation and pedestrian systems~~.~~; and

- On street, parallel parking should be included on local streets and on internal streets in new developments to buffer pedestrians from vehicle traffic, and to provide convenient parking for residents.

~~These guidelines are expected to supplement the requirements set forth in the Zoning Ordinance and Public Facilities Manual.~~

HOUSING

A list of existing, under construction, and proposed assisted housing for the Fairfax Center Area is shown in Figure 9~~10~~. This list includes housing developments which, to the county's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

Assisted housing includes programs which limit the amount of rent and the eligibility of occupants based on income as a condition for the provision of financial assistance from federal, state, or local sources. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to privately owned housing developments. In some cases, multiple sources of financing may be used. The primary program and type of ownership is listed in the figure.

- Housing units owned or managed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and operated by the Department of Housing and Community Development under the federal Public Housing program or the local Fairfax County Rental program;

- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing;

- Federal Section 8 project based rent subsidy units, which are usually privately owned;

- Units subsidized under federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

- Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;

- Tax Credit/VHDA financed projects with Low Income Housing Tax Credits and/or Virginia Housing Development Authority (VHDA) financing which establishes income eligibility requirements, many of which are privately owned;

**FIGURE 9~~10~~**
**FAIRFAX CENTER AREA**
**ASSISTED HOUSING**
**(Occupied, ~~or~~ Under Construction, or Approved as of ~~October 2004~~July 2013)**

| Location | Land Sub-Unit | Number of Assisted Units | Type of Ownership And Program |
|---|---|---|---|
| Rental Projects | | | |
| Penderbrook<br>Penderbrook Drive | B | 48 | Fairfax County Rental |
| Cedar Lakes<br>Mozart Brigade Lane | I2 | 3 | Fairfax County Rental |
| Fair Lakes | G | 6 | Private/ADU Rental Program |
| East Market | I4 | 4 | Fairfax County Rental |
| Water's Edge<br>Green Duck Lane | I5 | 9 | Public Housing |
| Camden Monument Park | J2 | 18 | Private/ADU Rental Program |
| Gables Centerpointe | J2 | 17 | Private/ADU Rental Program |
| Jefferson at Fair Oaks | J2 | 12 | Private/ADU Rental Program |
| Ragan Oaks<br>Legato Road | J2 | 51 | Public Housing |
| Coan Pond Residences<br>Pender Drive | K | 20 | Fairfax County Rental (Working Singles) |
| Hanley Shelter and<br>Kate's House | M2 | 25 beds<br>6 | |
| Archstone Fairchase | O1 | 42 | Private/ADU Rental Program |
| Legato Corner | O1 | 13<br>40 | Fairfax County Rental<br>Private/ADU Rental Program |
| Fair Oaks Landing | O2 | 4 | Fairfax County Rental |
| Lincoln at Fair Oaks | O6 | 18 | Private/ADU Rental Program |
| Residences at the Government Center | P1 | 270 | Public/private partnership serving households earning up to 60 AMI |

| | | | |
|---|---|---|---|
| The Reserve at Fairfax Corner Random Hills Road | P2 | 41 | Private/ADU Rental Program |
| Fairfax Corner (Bays 2 and 3) | P2 | 18<br>24 | Private/ADU Rental Program<br>Private/WDU Program |
| The Edge at Fairfax Corner | P4 | 52 | Private/ADU Rental Program |
| Charleston Square | Q2 | 1 | Fairfax County Rental |
| Westcott Ridge | Q5 | 10 | Fairfax County Rental |
| Ridgewood by Windsor | Q9 | 16<br>24 | Private/ADU Rental Program<br>Private/WDU Program |
| Woodlands Retirement Com | V1 | 7 | Private/ADU Rental Program |
| Wesley Agape House (Lee Highway) | V2 | 12 beds | Private/Section 811 |
| Homeownership | | ~~16~~ 409* | ~~MIDS, First Time Home Buyers, or~~ Affordable Dwelling Units (ADUs) in the First-Time Homebuyers (FTHB) Program |
| | | 29* | Moderate Income Direct Sales (MIDS), HELP and Silver Lining Initiative and proffered units |

*Scattered Units

- Nonprofit rental units and group homes serving nine or more individuals and owned by private entities, which were assisted with loans or grants from the Community Development Block Grant (CDBG), Section 108 loans, Home Investment Partnerships Program (HOME), or Fairfax County Housing Trust Fund;

- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home; ~~and~~

- Homebuyer Equity Loan Program (HELP) and Silver Lining Initiative are loan programs using federal funds to help moderate income families to purchase market rate homes in the County. Financing was both down payment and gap financing in the form of a second deed of trust. The Silver Lining Initiative applied only to the purchase of homes in foreclosure. Both programs are currently not available;

- Workforce Dwelling Units (WDU) are units created through the Board of Supervisors WDU Policy which was adopted in 2007 to provide affordable housing in mid and high-rise buildings which are exempt from the requirements of the ADU ordinance. The WDU policy is a proffer-based incentive system designed to encourage voluntary development of new housing affordable to a range of moderate-income households earning up to 120% of AMI; and

- Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) median income and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.

In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is only that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. ~~Countywide, at the end of 2002, over 3,200 families living in Fairfax County were assisted with tenant-based vouchers.~~ Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

ENVIRONMENT

Land development in the Fairfax Center Area generates a set of environmental concerns that should be considered when land proposals are evaluated. ~~Development that has taken place over the last ten years of rapid growth in this area has occurred primarily on sites with few environmental constraints.~~ Future development activity may occur mostly on land less suitable for development due to environmental and market constraints. Environmental policies for the Fairfax Center Area must be tailored to protect the resources on these more difficult sites.

The Fairfax Center Area includes the headwaters for four watersheds that contain a variety of environmental resources: Difficult Run, Cub Run, Little Rocky Run, and Popes Head Creek. All these watersheds except Difficult Run are tributaries to the Occoquan Reservoir water supply. Difficult Run has been designated as a critical environmental area by the Commonwealth and the county in recognition of the serious threat that development makes on water quality, wildlife habitats and preservation of flora and fauna. Difficult Run plays an important role in the water quality of the Chesapeake Bay.

Development in the Fairfax Center Area has adversely impacted the ability of the headwaters to fulfill the functional role in maintaining water quality by altering the naturally occurring intermittent streams, changing the natural topography, and replacing porous landscapes with impervious surfaces. The combined effects of these activities has induced increased scouring of stream channels and an influx of water pollutants. Earthwork, reduction in vegetation cover, and increased rate of run-off resulting from the use of impervious surface materials can result in erosion and increased sedimentation of the stream system. Water quality, stream profiles, and vegetated wildlife habitats along stream edges may be adversely affected. There are numerous available techniques of siting, choice of materials, construction methods and water quality management practices, including stormwater best management practices and preservation or restoration of the stream valley Environmental Quality Corridor (EQC) system, that can assure the preservation of the

Difficult Run watershed. These techniques must be used in all development projects within the area.

Due to its watershed divide location, the Fairfax Center Area streams are small with intermittent channels predominating. Much of the area is relatively flat with some shallow soils. These conditions suggest the presence of freshwater wetlands, particularly where hydric soils are found. The Fairfax Center Area also has vacant parcels with areas of upland hardwoods. Some of the newly developed areas also have large hardwood stands. Wildlife is evident in the stream channels, the wetlands, forested areas, and meadows. Due to road construction and subsequent development, much of the remaining habitat is fragmented. The ecological resources of this area should be enhanced through the development process by means of restoring an enlarged EQC system that incorporates headwater streams, wetlands, and connected patches of upland hardwoods and other habitat types. All wetlands are to be preserved in their natural state, or their loss fully mitigated within the watershed.

There is also a need to protect the water and environmental quality of the Occoquan basin area. The Occoquan basin drains approximately 20 percent of the total area of Fairfax County. The reservoir stores water for a large percentage of the Northern Virginia population. Even though the present overall intensity of development within the Occoquan basin is relatively low, water quality levels in the basin are worsening. Further influx of development into the area will be detrimental to water quality and wildlife habitats unless environmentally sensitive site development measures are utilized. Protection of runoff should be provided by retention ponds and other Best Management Practices (BMPs). Every effort should be made to assure that streams will not flood and cause damage to neighborhoods and homes due to future construction in undeveloped areas.

Nonpoint source pollution has been identified as a major contributor to water quality problems in the Occoquan Reservoir. The impact of nonpoint source pollution is related to land use densities. As development becomes more intense and higher percentages of the land surface are paved, pollution concentrations in the urban stormwater runoff increase drastically. This nonpoint source pollution can be reduced by the implementation of BMPs. All projects within the area must abide by the BMPs criteria for nonpoint source pollution control, as adopted by the Board of Supervisors, in an effort to achieve water quality goals. Included in these practices are sedimentation control, stormwater detention (modified as per BMPs), stormwater retention and detention, infiltration trenches, porous pavement usage, paved surface cleaning practices, erosion control, cluster development, grass swales and vegetation filter strips.

There is a need to minimize, if not eliminate, point source pollution within the area. These sources of pollution can have severe effects on water quality, and can become health hazards, particularly when pollutants permeate into the ground water supply. When this occurs in an aquifer, drinking water can be severely affected. The inclusion of facilities which may generate point source pollution must be studied carefully within the planning process. In addition, mitigation methods must be employed for all situations where point source pollution may present a problem within the area.

High water quality should continue to be promoted in the Fairfax Center Area through land use and structural controls in order to comply with ~~the spirit of~~ the Chesapeake Bay Preservation ~~Act~~Ordinance. The following guidelines are suggested to achieve this objective:

- Maintain very low density development in the portions of the Fairfax Center Area that are environmentally constrained and drain into the Difficult Run and the Occoquan Reservoir;

- Create an extended EQC system to provide protection to areas that constitute the Difficult Run, Cub Run, Little Rocky Run, and Popes Head Creek headwaters. These EQCs form a vegetated filter strip around streams. In this way, impurities which flow in run-off are filtered out prior

to entry into the stream system, thus ensuring higher water quality. In addition, the EQCs serve as valuable wildlife habitats and zones where natural vegetation processes are allowed to progress. Consequently, all streams and other areas of particular environmental consequence must be protected through the strict adherence to a policy of protection of Environmental Quality Corridors. Once established, these Environmental Quality Corridors, when linked together and augmented by parks and other open space areas, can form a continuous open space system linking all major parts of the area. Acquisition of these corridors may be achieved by a variety of methods such as purchase, dedication, or open space easements;

- ~~Provide for the regional stormwater management ponds according to the Regional Stormwater Management Plan. Discourage the use of on-site stormwater management techniques in lieu of a regional alternative. In headwaters areas with suitable soils, infiltration techniques may be appropriate~~Ensure that proposed new development provides onsite measures for water quality and quantity controls. In some instances, new development may present an opportunity to contribute to one or more proposed projects noted in the watershed management plans; and
- Encourage cluster development in areas that are planned for~~and~~ low development densities in stream valley headwaters.

Problem soils are found in much of the Fairfax Center Area. The eastern portion of the Fairfax Center Area contains rock formations in which naturally occurring fibrous asbestos may occur. Also, shrink-swell clays occur in the eastern and far western portions of the Fairfax Center Area. Development proposals should detail how these concerns will be mitigated. Highly erodible soils are also found adjacent to small tributaries on steep slopes. These conditions create constraints for development. Highly erodible soils and steep slopes along stream valleys make watershed preservation an essential concern.

Future development and redevelopment within the Fairfax Center Area should promote increased quality of life for the public and improve the quality of natural resources by employing sustainability in planning and design. The Policy Plan's Environment Section provides guidance for green building practices applicable to Suburban Centers and includes sustainable practices such as the achievement of the U.S. Green Building Council's Leadership in Energy Environmental Design (LEED) certification or equivalent third-party certification.

HERITAGE RESOURCES

The Fairfax Center Area contains both known and potential heritage resources. A list of those heritage resources included in Fairfax County's Inventory of Historic Sites is listed on Figure 10~~1~~, and a map of those resources is shown in the Bull Run Planning District on Figure 55 and in the Fairfax Planning District on Figure 5. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning.

Basic countywide heritage resource preservation policies are applicable throughout the Fairfax Center Area. Site designs that minimize the disturbance or destruction of significant heritage resources are desired. In cases in which disturbance or destruction of such resources cannot be avoided, appropriate recovery and recording of the resources is an acceptable alternative.

In heritage resource sensitivity areas, it is expected that developers will determine the presence or absence of significant heritage resources and take appropriate preservation, recovery and recordation action in accordance with the countywide policies before development plans are approved.

The right-of-way for the pre-Civil War Manassas Gap Railroad transverses portions of the O, P, U, and V Land Units. Where possible, visible manifestations of the railroad bed should be preserved or incorporated into development plans as scenic or historic amenities.

Several prehistoric archaeological resources have been located in the Difficult Run EQC and in the Fairfax Villa Community Park and should be avoided. Several of these resources are particularly vulnerable to public utility impact and should be evaluated. Appropriate archaeological study will be required if any of these sites are to be impacted.

There are several historic family cemeteries located within the Fairfax Center Area. Development plans must provide for their preservation in accordance with state and county statutes and ordinances.

Further evaluation of specific sites should include the stone house at 11343 Lee Highway (Tax Map Parcels 56-2 ((4)) 2, 3) and the two-story Sears Kit home at 11332 Lee Highway (Tax Map Parcel 56-2 ((1)) 39).

Other heritage resources including those protected by Historic Overlay Districts, or listed in the National Register of Historic Places or the Virginia Landmarks Register are also shown on Figure 10~~1~~, and may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Registers of Historic Places, and the county's Historic Overlay Districts promote the recognition of sites with historic, architectural and archaeological significance. Designation confers public recognition and can offer incentives for preservation to the property owner.

The county Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the county's History Commission. In addition to historic, architectural or archaeological significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the county's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Project review and approval by the county's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Appendix 9 Residential Development Criteria 8 Heritage Resources.

The Virginia Landmarks Register and National Register of Historic Places also officially recognize properties meeting specific criteria. Like the county Inventory, benefits of designation include public recognition and enhanced support for preservation. In addition, projects that are funded or sanctioned by federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register of Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

The county's Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, demolition, and building materials must be reviewed and approved by the county's Architectural Review Board.

**FIGURE 10~~1~~**
**INVENTORY OF HISTORIC SITES**
**FAIRFAX CENTER AREA**
**(Inventory as of 201~~3~~6)**

| Name | Location | Planning Sector | Parcel Number | Date |
|---|---|---|---|---|
| Fairfax Villa Community Park | East of Shirley Gate Road between Lee Highway and Braddock Road, Fairfax | F7 | 56-4 ((6)) A, 39, 40, 41, 42, 87A; 57-3 ((1)) 1, 2; 57-3 ((7)) A1 | c. 5000 BCE-Early 20th Century |
| Ox Hill Battlefield Memorial Park | 4134 West Ox Road, Fairfax | BR4 | 46-3 ((1)) 28A, 31B, 32, 32A; 46-3 ((5)) 5, 6 | 1862, 1915 |
| Woodaman House | 12816 Westbrook Drive, Fairfax | BR7 | 55-2 ((3)) E2 | c. 1790 |

* indicates demolition: potential remains for archaeological site.
N National Register of Historic Places
V Virginia Landmarks Register
H Historic Overlay District

PUBLIC FACILITIES

Existing public facilities located within the Fairfax Center Area and those to which a future need has already been identified are included in Figure 11~~2~~. Major expansions of existing facilities (with the exception of federal or state facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities have been identified as future needs in the Fairfax Center Area. These projects are included for informational purposes and in most cases will require a 2232 Review public hearing before the county Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the land unit recommendations and are considered a feature of the Comprehensive Plan upon review by the Planning Director and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 2232 Review public hearing. The following public facilities are identified as future needs in the Fairfax Center Area:

~~1. Construct a bus maintenance facility for the Fairfax Connector at West Ox Road north of the planned Fairfax County Parkway in Sub-unit N4.~~

~~2. Construct a fire and rescue station on the north side of Lee Highway at Legato Road in Sub-unit O1.~~

~~3. Expand the DVS West Ox Maintenance Facility in Sector BR7 to accommodate the collocation of DVS, Park Authority and Fire and Rescue vehicles and trailers.~~

1~~4~~. Expand the Girls' Probation Home to 24 beds. This facility is located on Parcel 55-4((1))10 on the north side of Lee Highway in Sub-unit M2.

~~5. Expand the I-66 Solid Waste Transfer Station at its existing site on West Ox Road in Sub-unit N3 by providing an addition to the existing office building.~~

~~6. Implement the Regional Stormwater Management Plan by providing necessary stormwater detention ponds in this area.~~

~~7. Construct a police forensics facility and public safety operations center at the former state Camp 30 site at West Ox Road and Lee Highway.~~

2. Expand or improve the existing Police Heliport.

**Comment [A7]:** This is listed in the adopted CIP.

**FIGURE 11~~2~~**
**FAIRFAX CENTER AREA**
**EXISTING PUBLIC FACILITIES**

| Land Unit | Schools | Libraries | Public Safety | Human Services | Public Utilities | Other Public Facilities |
|---|---|---|---|---|---|---|
| A | | | Fair Oaks Police and Fire Station Co. 21 | | | |
| B | | | | | Sanitary Sewage Pumping Station | |
| J | | | | | FCWA Fair Oaks Pumping Station | |
| K | | | | | Sanitary Sewage Pumping Station | |
| M | | | Girls' Probation Home | | | |
| N | | | Animal Shelter, DVS West Ox Maintenance Facility, Fire Training, Police Heliport | | I-66 Transfer Station, Recycling Drop-off Facility | ~~*Former Camp 30 (VA) site~~ Fairfax Connector, Metrobus facilities<br><br>*VDOT Maint. Yard Virginia Police Headquarters, PSTOC |
| O | ~~DixCenGato~~ Eagle View Elem. school ~~site~~ | | Fairfax Center Fire Station Co. 40 ~~Site~~ | | Sanitary Sewage Pumping Station | |
| P | | | County Admin.-Government Center, Herrity Building Community Development Center | Pennino Building Human Services Center~~, Mental Health Services – Admin., Mental Retardation Services Admin.~~ | Sanitary Sewage Pumping Station | |
| Q | | | | Adult Care Residence for Persons with Mental Illness | | |
| V | | | Boys' Probation Home | | | |

*Federal and state facilities are not subject to the 2232 review process.

PARKS AND RECREATION

The Fairfax Center Area represents both an opportunity and a challenge ~~to create a new model~~ for ~~the provision of~~providing park and recreation facilities in an urban environment. The opportunity is to enhance the quality of life by locating these facilities in those proximity to the workplace as well as residences within a Suburban Center. The challenge is to institute cooperative public and private sector efforts to protect significant ecological and heritage resources and to provide a full range of facilities to accommodate the active and passive recreational needs of the community. Planning for places to ~~play~~recreate should therefore be a major priority in the development of the Fairfax Center Area.

~~The linear park along Monument Drive~~Existing local parks and publicly accessible open spaces, and the Environmental Quality Corridors radiating outward from the headwaters of several stream valleys within the Fairfax Center Area ~~should~~ form the backbone of the park~~a major greenway~~ system centrally located in the county. Major stream valleys within the Fairfax Center Area are Difficult Run, Big Rocky Run, and Little Rocky Run. Publicly accessible areas on public and private land including trails and bikewavs ~~The boundaries of the linear park along Monument Drive being developed by the private sector should be clearly delineated to show its relationship to other~~supplement the public park and recreation elements.

Continued d~~D~~evelopment of the Countywide Trail and Bikeway System ~~will eventually provide~~supports pedestrian and bike access from the Fairfax Center Area to several major Countywide and Regional Parks including Ellanor C. Lawrence Park in Centreville and Bull Run, Hemlock Overlook and Fountainhead Parks on the Occoquan River. The p~~P~~rovision of safe pedestrian and bike crossing at major roads is therefore essential.

New residents, employees and visitors increase the need for park space and recreational facilities which cannot be adequately met in the existing public parks. Limited opportunities remain to add significant parkland in the Fairfax Center Area. Therefore to offset impacts to park resources and service levels, all development within the Fairfax Center Area should contribute to creating new parks, adding park facilities, constructing trails, protecting remaining natural areas as well as cultural features in this area. Natural and cultural resource impacts on parks must be mitigated through best practice design, protections, and restoration methods. Future development in this area should also be encouraged to achieve environmental reclamation of degraded EQCs and other sensitive features.

The Park Classification System adopted as a part of the Policy Plan outlines a hierarchy of park and recreation facilities which should be jointly developed by the public and private sector as follow. Information about specific park and recreation facilities can be found within the planning district text.

~~Neighborhood~~ Local Parks

Public local parks in close proximity to residents are deficient in the Fairfax Center Area. On-site ~~Neighborhood P~~local park facilities should be provided as part of all planned residential development with an effort to connect to the broader park system within Fairfax Center area through green infrastructure and trails. ~~In addition to the linear park along Monument Drive, other u~~Urban parks ~~in the form of plazas at major road intersections and other locations~~ are recommended as integral features of mixed-use and transit-oriented development in the Fairfax Center Area to be developed and managed primarily by the private sector in accordance with the Urban Parks Framework with . ~~P~~planning and program support ~~should be provided by~~from public agencies. Private open space connectivity, such as that provided by Fair Lakes League, supplements the local park provision. Non-park public spaces, such as the Government Center grounds, are easily accessible to a large number of Fairfax Center Area residents, workers, and visitors who enjoy its landscaped areas, events and trail network. Its central location and various features serve an

important local park and community building function. As most residents in the area lack yards, the need for additional dog parks and areas for community gardens are particularly important deficiencies to address.

~~Community and~~ District Parks

~~Proposed sites for new and/or expanded Community Parks are identified in the text for specific land units. Land for these sites should be dedicated singularly, or in combination with other development or purchased by the county, to meet the aggregate needs of the service areas~~

~~The mixed-use character of the Fairfax Center Area dictates provision of active recreation facilities to serve two major constituencies: 1) youth and families who have traditionally been targeted as primary users of community park facilities, and 2) the adult workforce who represent an increasingly large segment of outdoor recreation facility users.~~

~~A proposed Community Park should be sited in the eastern portion of the Fairfax Center Area and developed with athletic fields. Land dedication and facility development should be achieved through a combination of public and private funding. Sufficient land area should be dedicated to the Fairfax County Park Authority from all proposed development in this area. In addition to athletic fields, a diversified complement of other Community Park facilities should be developed and managed by the Fairfax County Park Authority on this site.~~

~~The 74-acre West Ox Road Park technically qualifies as a District Park by virtue of its size. Its central location and buffering by adjacent public facilities make West Ox Road Park an appropriate site to develop a complex of lighted athletic fields oriented to adult use. Development and operation of this park should be the responsibility of the Fairfax County Park Authority.~~

Several district parks serve the Fairfax Center area including Oak Marr Park, Patriot Park, Braddock Park, Willow Springs Park, Poplar Tree Park, and Greenbriar Park, These parks offer a RECenter, athletic field complexes, golf and driving range, mini-golf, picnic pavilions and other features that support broad recreational needs. In addition, athletic fields offering community use are provided in schools located within and on the perimeter of Fairfax Center Area. Penderbrook Golf Course, a privately operated facility, is open to the public.

Resource-Based Parks

Resource-based parks have significant cultural and natural resources. These parks support nature, horticulture and history programs, gardening, nature watching and appreciation of local, regional, state, and national history. Although located mostly on the perimeter of the Fairfax Center Area, extensive stream valley parks are part of the resource-based parks network. These stream valleys provide opportunities for increased connectivity, trails, nature enjoyment, habitat protection and interpretative features. Some resource-based parks may have separate areas designated for recreation purposes.

~~Countywide Parks~~

In addition to the stream valley parks ~~discussed above~~, ~~countywide-level park and recreation facilities include:~~

- ~~•~~ Ox Hill Park, the site of the Ox Hill Memorial Markers~~, should be administered by the Fairfax County Park Authority and developed to~~ and interpretive trail and features is a significant cultural resource-based park that commemorates ~~this~~a major Civil War engagement.~~; and~~

~~• Penderbrook Golf Course, a privately operated facility open to the public.~~

TRAILS AND BICYCLE FACILITIES

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

Coordinated walkway networks are essential and should be required of all development in the Fairfax Center Area. Comprehensive, coordinated walkway networks should be required for each site to provide full intra- and interparcel pedestrian circulation to and from all buildings, parking, recreational facilities, and to or through open space areas and stream valley parks. High volume and high speed roadway intersection control and design should accommodate pedestrians through the use of separate pedestrian grade-separated crossings, walkway incorporation into roadway grade separations, pedestrian activated signals and crosswalks. Local roadway networks that are designed to discourage automotive through travel should allow nonmotorized through travel via cul-de-sac connections. ~~Plazas should be located at the focal points of major commercial or high density residential developments where walkways converge.~~ Pedestrian circulation should be provided through and from parking lots, and to transit stops.